

**Appendix B6**

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***Public Hearing Transcripts, Responses to  
Comments, and Written Comments on the  
Draft EIS***



DRAFT ENVIRONMENTAL IMPACT STATEMENT  
HEARING PROCEEDINGS  
MARCH 12, 2014  
MUSEUM OF THE KANSAS AIR NATIONAL GUARD  
6700 SOUTH TOPEKA BOULEVARD  
TOPEKA, KANSAS

1 MAJOR BLUBAUGH: Good evening ladies  
2 and gentlemen, and welcome to the public  
3 hearing for the Draft Environmental Impact  
4 Statement for the Second Main Operating Base  
5 Beddown of the KC-46A Tanker Aircraft. I am  
6 Major Joe Blubaugh, with the 190th Air  
7 Refueling Wing's Public Affairs Office, located  
8 at Forbes Field, Topeka, Kansas.

9 First of all, we'd like for you to make  
10 sure that you take advantage of the  
11 refreshments that we have that are over here on  
12 the table. And if you need to use the  
13 restrooms, they're out these back doors and  
14 around to the left.

15 Before starting the formal portion of  
16 tonight's hearing, I ask that all cell phones  
17 be turned off or placed on silent mode. And  
18 during the proceedings, please do not interrupt  
19 the speakers and please be respectful to those  
20 providing oral comments. We will do our best  
21 to give everyone an opportunity to speak in the  
22 time that we have allotted tonight.

23 And at this time, Colonel Wendy Sherman  
24 will now begin the formal portion of tonight's  
25 hearing.



1 COLONEL SHERMAN: Good evening, and  
2 thank you Major Blubaugh. I'm Colonel Wendy  
3 Sherman and I am a Military Judge for the  
4 United States Air Force from Randolph Air Force  
5 Base, Texas. I'd like to make clear from the  
6 outset that I am here in my capacity as a  
7 federal judge solely to act as a moderator for  
8 this hearing. The United States Trial  
9 Judiciary is an independent organization. I do  
10 not work for, or with, anyone in this room.  
11 I'm not a member of this command or assigned to  
12 this installation. I report directly to the  
13 Chief Trial Judge of the United States Air  
14 Force and to the Judge Advocate General of the  
15 Air Force. I have had no involvement with the  
16 preparation of this proposed action or the  
17 Environmental Impact Statement. I have not  
18 rendered legal advice or assistance with  
19 respect to this action. I'm here tonight to  
20 serve as an independent public hearing officer  
21 regarding the Draft Environmental Impact  
22 Statement. I am responsible for providing  
23 everyone an opportunity to comment tonight on  
24 the proposed action, alternatives, and  
25 associated environmental analysis. This public

1 hearing provides you with the formal  
2 opportunity for comment. I do not make any  
3 recommendation or decision on whether the  
4 proposed project should be continued, or  
5 modified, or abandoned or how the Environmental  
6 Impact Statement should be prepared.  
7 Therefore, during the public comment portion of  
8 this hearing I urge you to direct your comments  
9 to the individuals on our panel.

10         The purpose of this public hearing is to  
11 provide you with an opportunity to comment on  
12 the findings of the Draft Environmental Impact  
13 Statement. More importantly, this hearing is a  
14 formal opportunity for you to get involved in  
15 the NEPA Process. This hearing is scheduled to  
16 conclude at 8:00 p.m., but if necessary, will  
17 continue until all comments have been received.  
18 This formal session may end before 8:00 p.m.,  
19 if there are no more comments. However, the  
20 overall hearing, including materials to be  
21 viewed and discussion with team members  
22 individually, will continue until 8:00 p.m.,  
23 unless all interested parties have left the  
24 meeting.

25         If following the presentation any members

1 of the audience have questions regarding  
2 clarification of any points you may not have  
3 understood, you may fill out a question card,  
4 which can be found at the registration desk or  
5 on several tables scattered throughout the  
6 room, or you may raise your hand now and  
7 someone will bring a card to you. Once you  
8 have filled out your question on the card,  
9 please raise your hand again and one of our  
10 staff will collect it from you. Only questions  
11 regarding clarification of the topics presented  
12 will be entertained. General comments on the  
13 action will not be read by our panel, but you  
14 may present your comment orally later in this  
15 hearing or submit it on one of our comment  
16 cards found throughout the room.

17 We will take a ten-minute break to allow  
18 Colonel Krueger, the 190th Air Refueling Wing  
19 staff, National Guard Bureau staff, and the  
20 environmental consultants to review any  
21 questions submitted and identify the best  
22 person to answer each.

23 After the break, we will answer any  
24 questions we have received on the question  
25 cards from the audience. Once questions have

1    been answered, members of the audience who  
2    check the box on the registration cards  
3    indicating their desire to provide oral  
4    comments will be asked to come forward.

5           Registration cards were available at the  
6    registration table as you came in. If you have  
7    not filled out a card or indicated your desire  
8    to speak and wish to do so, please raise your  
9    hand and a card will be provided to you now.

10          In addition, there are materials at the  
11   door describing the official Air National Guard  
12   proposal, the description of the proposed  
13   action and alternatives, and information on the  
14   locations where you can review the Draft  
15   Environmental Impact Statement after tonight,  
16   if you have not already done so.

17          To ensure that all interested citizens  
18   have an opportunity to speak, I will limit the  
19   comments to ten minutes per person. If time  
20   allows after everyone has had an opportunity to  
21   provide their comments, you may have more time.  
22   You will only be allowed to comment when your  
23   name is called. Elected officials and  
24   individuals representing organizations will be  
25   called upon first.

1           A court reporter is recording this  
2     proceeding for the record. We will take a ten-  
3     minute break every hour to allow the court  
4     reporter to take a break.

5           At this time I would like to introduce  
6     and recognize public officials that are present  
7     at the hearing. Mr. Larry Wolgast, the Mayor;  
8     Elizabeth Patton representing U. S. Senator  
9     Jerry Moran; Bob Archer, Chairman of the  
10    Shawnee County Commission; and Kevin Cook,  
11    Shawnee County Commissioner.

12          As mentioned earlier, restrooms are  
13    located outside those doors in the back just  
14    off to the left, and refreshments can be found  
15    near the check-in desk.

16          Throughout this hearing, I ask that you  
17    keep in mind that this public hearing is not a  
18    debate, or any type of vote on the Draft  
19    Environmental Impact Statement, nor is it  
20    primarily designed as a question-and-answer  
21    session, although legitimate, clarifying  
22    questions may be asked. At the conclusion of  
23    this hearing you may discuss the findings of  
24    the Draft Environmental Impact Statement in  
25    greater detail with the staff members from the

1 190th Air Refuelling Wing, National Guard  
2 Bureau, and the consultant's technical  
3 representatives.

4 If you do not wish to provide oral  
5 comments, written comments will be accepted and  
6 will be given equal consideration. Even if you  
7 do make an oral statement, you are welcome to  
8 provide a written statement to reaffirm the  
9 comments you made and any additional comments  
10 you would like to make.

11 Written comments should be sent to the  
12 National Guard Bureau at the address printed on  
13 the comment form that you filled out, or on the  
14 website. The address is also provided on the  
15 comment sheets.

16 All relevant, substantive comments will  
17 be included in the administrative record and  
18 will be addressed in the Final Environmental  
19 Impact Statement. The formal comment period  
20 for the Draft Environmental Impact Statement  
21 ends on March 24th, 2014. It is very important  
22 for you to realize that the Kansas Air National  
23 Guard and the National Guard Bureau will be  
24 open and responsive to your comments and  
25 concerns throughout the NEPA Process.

1           It is a requirement to inform you that  
2           under the Privacy Act of 1974, your name,  
3           address, and comments, if provided during this  
4           NEPA Process, will be:

5           Used to compile mailing lists for sending  
6           project reports, brochures, and other  
7           information concerning the environmental impact  
8           statement to those individuals and groups who  
9           might be interested.

10          Forwarded to federal, state, and local  
11          agencies, and elected officials.

12          The addresses of private individuals will  
13          not, again I repeat "will not," be published in  
14          documents released to the public.

15          Failure to provide the information  
16          requested would prevent delivery of documents  
17          and notification of further developments.  
18          However, documents are available on the project  
19          website and in select libraries, with locations  
20          published in local newspapers.

21          Now, before we proceed with the  
22          presentation, if you have not reviewed a copy  
23          of the Draft Environmental Impact Statement,  
24          copies are available for you to review while in  
25          attendance at this hearing at each of the

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1 information booths. Further, you may pick up a  
2 CD with the document on it at the check-in  
3 desk. There is also a list of locations where  
4 the Environmental Impact Statement is provided  
5 for public review after this meeting in the  
6 informational handouts. If you did not receive  
7 other informational materials that were  
8 available at the entrance, please raise your  
9 hand and someone will provide them to you.

10 Okay, at this point, I will turn this  
11 over to Colonel Krueger, the Commander for the  
12 190th Air Refuelling Wing.

13 COLONEL KRUEGER: Thank you, Your  
14 Honor. Good evening, my name is Colonel Ron  
15 Krueger, and I'm the Wing Commander of the  
16 Kansas Air National Guard's 190th Air  
17 Refuelling Wing at the Forbes Field Airport.  
18 On behalf of the Kansas Air National Guard, I  
19 want to welcome all of you to this important  
20 public hearing regarding the Draft  
21 Environmental Impact Statement for the proposed  
22 beddown of the KC-46A tanker aircraft. It is  
23 our goal this evening to provide you with  
24 information about the proposed aircraft beddown  
25 and the National Environmental Policy Act,



1 commonly referred to as NEPA, and to ensure  
2 your maximum participation and understanding of  
3 this process.

4 I would like to introduce you to  
5 individuals who are here this evening to assist  
6 in answering questions about the aircraft  
7 conversion and to facilitate your participation  
8 in commenting on the findings of the Draft  
9 Environmental Impact Statement.

10 You have already met Colonel Wendy  
11 Sherman, Judge Advocate, from Randolph Air  
12 Force Base, Texas. She will be presiding over  
13 this evening's hearing. Next, we have First  
14 Lieutenant Jarrod Brunkow, the 190th Air  
15 Refuelling Wing's Environmental Manager, who  
16 will provide you with an overview of the  
17 proposed action and alternatives; and Anne  
18 Rowe, from the National Guard Bureau, who will  
19 be explaining some key considerations regarding  
20 the National Environmental Policy Act.

21 We have also have a number of other  
22 individuals who have been involved in the  
23 development of the Environmental Impact  
24 Statement. They are from the Kansas Air  
25 National Guard, the National Guard Bureau, and

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1 Cardno TEC, our environmental consultants.  
2 They will be available after the current formal  
3 session to answer questions and to help  
4 facilitate this process. You will find that  
5 any member in uniform or with an EIS name tag  
6 can either answer your questions or direct you  
7 to the right individual to answer your  
8 questions.

9 The greater Topeka community is important  
10 to the 190th Air Refuelling Wing, and community  
11 input is valuable to the environmental  
12 analysis. Forbes Field Airport is the current  
13 home of the 190th Air Refuelling Wing. Many of  
14 our current, as well as retired, members live  
15 in the Topeka area. We are a part of this  
16 community.

17 Many of you have been consistently  
18 supportive of the military and of the 190th Air  
19 Refuelling Wing. This community helped foster  
20 the development of the Kansas Air National  
21 Guard as well as the 190th Air Refuelling Wing  
22 over the years. This support is and has been  
23 deeply appreciated. Like you, our members live  
24 and work in this community and care deeply  
25 about its future. This is home to us all.

1           The proposed action is for the Air Force  
2   to replace a portion of the existing KC-135  
3   aerial refuelling fleet with the KC-46A, which  
4   will be a new aircraft to the Air Force's  
5   fleet. As such, the Air Force plans to  
6   identify locations for the beddown of a formal  
7   training unit (also known as "FTU") and the  
8   First Main Operating Base (also known as "MOB  
9   1"), which will both be led by active duty  
10   units. This has been the subject of a separate  
11   Environmental Impact Statement and is not part  
12   of this discussion tonight. The Air Force will  
13   also beddown the KC-46A at a Second Main  
14   Operating Base (also known as "MOB 2"), which  
15   will be led by an Air National Guard unit.  
16   This hearing is regarding the Second Main  
17   Operating Base beddown only, as the FTU and MOB  
18   1 beddown are the subject of a separate action.

19           The National Guard Bureau has prepared  
20   the Draft Environmental Impact Statement to  
21   analyze the potential impacts of the MOB 2  
22   KC-46A beddown. The Draft Environmental Impact  
23   Statement analyzes potential environmental  
24   consequences that could result from the  
25   proposed beddown of 12 KC-46A aircraft at any

1 of five alternative Air National Guard

2 installations, including:

3 Forbes Air National Guard Station,

4 Kansas;

5 Joint Base McGuire-Dix-Lakehurst, New

6 Jersey;

7 Pease Air National Guard Station, New

8 Hampshire;

9 Pittsburgh Air National Guard Station,

10 Pennsylvania; and

11 Rickenbacker Air National Guard Station,

12 Ohio.

13 The no-action alternative is required by

14 the National Environmental Policy Act, and was

15 evaluated also to provide a baseline for

16 decision-makers. The no-action alternative

17 evaluates the environmental consequences of not

18 basing the KC-46A aircraft at any installation.

19 Under the no-action alternative, no

20 installation would be selected to host the

21 KC-46A for the Second Main Operating Base.

22 In 2013, the Secretary of the Air Force

23 announced Pease Air National Guard Station as

24 the preferred alternative for the KC-46A Second

25 Main Operating Base. The United States Air

1 Force selected Pease Air National Guard Station  
2 based on an operational analysis, results of  
3 site surveys, and military judgment factors.  
4 We would like to emphasize that although the  
5 preferred alternative for the beddown has been  
6 announced, no final decision has been made on  
7 the basing of the KC-46A aircraft currently  
8 under analysis in this draft EIS. Until a  
9 decision is made by the Secretary of the Air  
10 Force, all alternatives are still under  
11 consideration and are treated equally.

12 As shown on the poster boards, as a  
13 result of the Proposed Action, there would be a  
14 change to the type of aircraft based at the  
15 selected installation; a change to the mix of  
16 aircraft using the associated airspace; changes  
17 to staffing and manpower at the selected  
18 location; changes to the number of airfield  
19 operations; as well as minor required  
20 construction, building renovation, and facility  
21 demolition. There would be no new or modified  
22 airspace required to support this action. The  
23 proposed aircraft beddown is estimated to begin  
24 in late 2017 or 2018 for the National Guard  
25 Bureau.

16

1           If Forbes Air National Guard Station is  
2     selected for the MOB 2 KC-46A beddown, 12  
3     KC-135 aircraft would be replaced by 12 KC-46A  
4     aircraft, personnel would increase by 194  
5     individuals, total airfield operations would  
6     increase by 17 percent, and the acreage off  
7     airport-controlled property within the 65  
8     decibel Day-Night Average Sound Level noise  
9     contour would decrease by 55 acres. If Forbes  
10    is not chosen for the beddown of the KC-46A  
11    tanker aircraft, the existing KC-135 will  
12    remain at the base for the foreseeable future.

13           Again, I want to thank you for your  
14    attendance and your interest this evening.  
15    Please let me know if I can be of further  
16    assistance, either during or after tonight's  
17    formal proceedings conclude. With that, I will  
18    turn over the hearing to First Lieutenant  
19    Brunkow, Environmental Manager for the 190th  
20    Air Refuelling Wing.

21           FIRST LIEUTENANT BRUNKOW: Thank you,  
22    Colonel Krueger. Good evening ladies and  
23    gentlemen and welcome to the public hearing for  
24    the Draft Environmental Impact Statement. As  
25    the Commander indicated, I am First Lieutenant

1 Jarrod Brunkow, and I serve as the  
2 environmental manager for the 190 Air  
3 Refuelling Wing. As a member of the Air  
4 Refuelling Wing and the local community I'm  
5 very interested in what happens here as well.  
6 This is an important occasion to discuss this  
7 topic and I appreciate your interest, your  
8 participation, and your comments.

9 The Draft Environmental Impact Statement  
10 evaluates impacts to 11 resources by the  
11 proposed action to include Noise, Air Quality,  
12 Safety, Biological Resources, and cultural  
13 resources. Other resources evaluated can be  
14 reviewed in the Draft Environmental Impact  
15 Statement. As a result of the draft  
16 environmental analysis, we do not expect the  
17 proposed action to have any significant impacts  
18 to any resources.

19 I will speak briefly to most of the  
20 resources I just mentioned. However, more  
21 in-depth information is provided in the Draft  
22 EIS document for all 11 resources.

23 The noise poster board shows baseline  
24 noise contours for the existing KC-135 aircraft  
25 operations and proposed noise contours from

1 KC-46A aircraft operations of Forbes. The  
2 analysis was based on 8,040 allocated flying  
3 hours for each unit, which is a conservative  
4 estimate, meaning the flying hours would most  
5 certainly be below that number for each  
6 alternative.

7 As you can see the noise contours would  
8 be reduced slightly with a reduction of 55  
9 acres off the airport-controlled property.  
10 Forbes Air National Guard Station is located in  
11 an area that does not exceed the standard for  
12 all criteria pollutants. Any increases in  
13 emissions from the proposed action would be  
14 well below the established thresholds for our  
15 area and would not be significant.

16 Under this Alternative, minor  
17 construction and renovation of facilities would  
18 be required resulting in approximately five  
19 acres of temporary soil disturbance and no new  
20 impervious surfaces. There would be no impacts  
21 to wetlands, floodplains, federally listed  
22 species, or culture resources. In addition,  
23 the Air National Guard has initiated  
24 government-to-government coordination with all  
25 federally recognized tribes affiliated with the



1 area. To date, from the responses we have  
2 received, no tribe has indicated that any  
3 traditional resources occur in the project  
4 area.

5 We look forward to input provided from  
6 the public and affected communities as we  
7 proceed through the NEPA Process. Once the  
8 requirements of NEPA are complete, the Air  
9 Force will make its final basing decision.  
10 Thank you for your attention, and I will now  
11 turn the presentation over to Ms. Anne Rowe,  
12 the National Guard Bureau Project Manager for  
13 the Environmental Impact Statement, to discuss  
14 the NEPA Process.

15 MS. ROWE: I will briefly summarize  
16 the NEPA Process. The National Environmental  
17 Policy Act, commonly referred to as NEPA, aids  
18 federal agency decision-makers in determining  
19 the future course of federal actions. It's the  
20 objective of NEPA to ensure that decision-  
21 makers have the environmental information and  
22 public input to facilitate informed decisions.

23 The goal of preparing the Environmental  
24 Impact Statement is to support sound decisions  
25 throughout the assessment of potential

1 environmental impacts, as well as involving the  
2 public in the process. The result of this  
3 analysis and other relevant factors will be  
4 considered before a decision is made by the Air  
5 Force on this proposal.

6 The Draft Environmental Impact Statement,  
7 or Draft EIS, which was made available for your  
8 reviewing at a number of public locations  
9 beginning on February 7, 2014, presents the  
10 findings and analysis of the proposed action  
11 and alternatives on the environmental criteria  
12 set forth in NEPA. Tonight's public hearing is  
13 the second of two public comment forums that  
14 provide the public an opportunity to comment on  
15 the scope and content of the Environmental  
16 Impact Statement. The first forum, called a  
17 scoping meeting, was held here and at other  
18 alternative locations in June of 2013.

19 Comments have also been solicited from  
20 local, state, and federal agencies that have  
21 jurisdiction over a particular resource, such  
22 as air and water quality. That process began  
23 with a release of the Notice of Intent to  
24 prepare an Environmental Impact Statement on  
25 May 17th, 2013, and continues today with public

1 and agency review of the Draft Environmental  
2 Impact Statement.

3 This hearing gives the potentially  
4 affected communities an opportunity to comment  
5 on the analysis that has been presented in the  
6 Draft Environmental Impact Statement.

7 The formal public comment period ends on  
8 March 24th, 2014. Following this period, oral  
9 and written comments received from both the  
10 public and government agencies will be reviewed  
11 by the Air Force and the National Guard Bureau.  
12 We will continue to accept comments throughout  
13 the NEPA Process. However, it is more  
14 difficult to give your comments the  
15 consideration they deserve as the process winds  
16 down closer to the release of the Final  
17 Environmental Impact Statement, or Final EIS.

18 After all comments on the Draft  
19 Environmental Impact Statement have been  
20 addressed, substantive comments will be  
21 reviewed and responded to in the Final EIS.  
22 The Final Environmental Impact Statement will  
23 be released to the public for a 30-day period  
24 before a record of decision is signed by the  
25 Secretary of the Air Force or their designee.

22

1 The Record of Decision is scheduled to be  
2 signed in June of 2014.

3 This concludes the explanation of both  
4 the KC-46A beddown proposal, as well as the  
5 NEPA Process. I now return the program back to  
6 our hearing officer. Thank you.

7 COLONEL SHERMAN: Does anyone have  
8 any questions? If so, we would ask that you  
9 please raise your hand. There does not appear  
10 to be any questions. So since there are no  
11 questions, I would like to begin the formal  
12 public comment portion of the hearing. I will  
13 call the speakers in the order in which they  
14 signed up, with any elected officials having  
15 the opportunity to speak first.

16 So the court reporter can accurately  
17 capture your comments, please clearly state  
18 your full name and the full name of the  
19 organization you represent, if any. Do not  
20 provide any other personal information, such as  
21 your home address or phone number. Your oral  
22 comments will be used to develop a transcript  
23 and permanent record of this meeting. Again,  
24 as a courtesy to those others who have  
25 registered to speak, please limit your comments

1 to ten minutes. This applies to all of our  
2 speakers. Keep in mind you are welcome to  
3 submit written comments and there are no page  
4 limits. The Air Force shall give equal weight  
5 to all comments, whether they are oral, or  
6 written, or both.

7           You do not have to speak for the full ten  
8 minutes. However, if you choose to speak for  
9 the full ten minutes, I will advise you when  
10 your ten minutes are almost up. Following our  
11 comment, I ask that you sit down so that I may  
12 call on the next speaker. If you think you'll  
13 have more comments than you can present in the  
14 time allotted, make the most important comments  
15 first, and then follow up by submitting the  
16 remainder of your comments in writing, if you  
17 wish.

18           Again, please understand there is no page  
19 limit to written comments. Equal weight will  
20 be given to both oral and written comments.  
21 They will all become a part of the official  
22 record and be included in the Final  
23 Environmental Impact Statement.

24           I would now like to begin. The first  
25 speaker is Mayor Larry Wolgast.

1                   MAYOR WOLGAST: Colonel Sanders (sic)  
2     and Krueger, my name is Larry Wolgast. I'm  
3     Mayor of the City of Topeka. I have a letter  
4     that we have presented that -- it is a -- it's  
5     not a long letter. Actually, we speak in  
6     support of the Greater Topeka Chamber of  
7     Commerce, who has a more detailed letter  
8     looking at the various ramifications of the  
9     relocation and the motives for it.

10                  I am writing in support of bringing the  
11     First Air National Guard KC-46A Main Operating  
12     Base with the 190th Air Refuelling Wing to the  
13     Forbes Field Air National Guard Base in Topeka,  
14     Kansas. The City of Topeka has been honored to  
15     be the home of the 190th Air Refuelling Wing,  
16     and our community has demonstrated that it is  
17     well suited to support the men and women who  
18     will be serving the new KC-46A. Topeka is home  
19     to multi-generational military families whose  
20     parents or grandparents came to Forbes Air  
21     Force Base as part of the Strategic Air  
22     Command, men and women who stayed to start a  
23     family, buy a home, join the work force. These  
24     men and women brought talent, energy and  
25     leadership skills which melted well with our

1 goals, and Topeka has prospered because of  
2 their contributions. We are a better city  
3 because of their presence, and our community  
4 remembers their role. The ties that bind us  
5 together, Topeka and Forbes, are strong, and  
6 the lines between civilian and military are  
7 indistinguishable. This indelible  
8 characteristic can't be measured, but we know  
9 it is the heart and soul of who we are as  
10 Topeka and members of the military service in  
11 this community.

12         Then I say, the Greater Topeka Chamber of  
13 Commerce has done an outstanding job providing  
14 the facts and backgrounds. I proudly endorse  
15 their comment on behalf of the City of Topeka  
16 and am especially honored to extoll the  
17 attributes of this community and its people.  
18 We are excited about the opportunities we have  
19 to offer, and I personally encourage you to  
20 consider Forbes Field Air National Guard Base  
21 as the new home for the Air National Guard  
22 KC-46A Main Operating Base. We are ready to  
23 provide support in any way possible. Thank you  
24 for your consideration. We look forward to  
25 working with you.

26

1           I want to add two other comments. First,  
2     the City of Topeka, in partnership with the  
3     Topeka Military Relations Committee, recognizes  
4     military personnel each year. Each of the  
5     services in the community selects an  
6     outstanding person in their units, and they are  
7     presented at the City Council meeting. On  
8     April 4th this year, the City is recognizing  
9     these outstanding service members and including  
10    a member of the Kansas Air National Guard. I  
11    think this speaks to the role that this  
12    community places on the military service and  
13    everything that it means to this community. I  
14    appreciated hearing the -- the environmental  
15    study and the background, and although not a  
16    personal note, I will say that I have lived in  
17    the flight line for a number of years -- and  
18    I'm speaking only for myself -- have never  
19    thought it a problem, but have thought it a  
20    very good sound to hear the planes flying over.  
21    Thank you very much.

22           COLONEL SHERMAN: Next is Mr. Bob  
23     Archer, Chairman, Shawnee County Commission.

24           CHAIRMAN ARCHER: Thank you, and  
25     welcome. Welcome everyone. I'm going to begin



1 by reading the official letter, and then I have  
2 a personal comment to make. The Shawnee County  
3 Board of Commissioners would like to encourage  
4 the U. S. Air Force to bring the First Air  
5 National Guard KC-46A Main Operating Base to  
6 the Forbes Field Air National Guard Base in  
7 Topeka. The 190th Air Refuelling Wing has  
8 called Forbes home for many years, and with  
9 leadership from the Air Force and the Air  
10 National Guard, it has become one of the most  
11 significant tanker operations in the country.  
12 Forbes Field has excellent facilities and would  
13 easily house the KC-46A and the additional  
14 personnel. In addition to the excellent  
15 facilities at Forbes Field, Topeka also offers  
16 some of the most affordable housing in the  
17 country. Topeka has first class medical  
18 facilities, an abundance of shopping throughout  
19 the community, and a wide variety of  
20 entertainment. We have first rate schools, and  
21 we are home to Washburn University, which draws  
22 many students from throughout the world, as  
23 well as our local students. We have always  
24 been proud to be the home of the Air National  
25 Guard 190th and would be equally proud to be

1 home of the new KC-46A. The airmen from the  
2 190th are active in our community, and they are  
3 highly represented by the citizens in our  
4 community. The active duty airmen and their  
5 families with the KC-46A operating base would  
6 equally be welcome and would quickly become a  
7 part of our family. The Board of County  
8 Commissioners strongly encourages you to  
9 consider Forbes Field Air National Guard Base  
10 as the new home for the Air National Guard  
11 KC-46A Main Operating Base. We stand ready to  
12 provide whatever assistance we can to assure a  
13 smooth transition and move to Topeka. Signed  
14 Bob Archer, Chair; Kevin Cook, Vice Chair; and  
15 Shelly Buhler, Member of the Commission.

16 COLONEL SHERMAN: Thank you, sir.

17 CHAIRMAN ARCHER: Now, on a personal  
18 note, as an elected official, I get a lot of  
19 different assignments and requests, and one  
20 that I got for the Visit Topeka magazine was to  
21 say in your own words what makes Topeka unique.  
22 And I submitted the following: The small town  
23 charm, friendliness and cooperation of a  
24 capital city with great education, arts and  
25 livability make Topeka one of a kind. I hope

1     you'll locate here. We'd really love to have  
2     the fueler. Thank you very much.

3                 COLONEL SHERMAN: Next we have Mr.  
4     Neil Dobler from the Chamber of Commerce. Sir.

5                 MR. DOBLER: Thank you. Thank you  
6     and welcome. My name is Neil Dobler. I  
7     represent the Chamber of Commerce in the  
8     capacity of the chairman of the board for 2014.  
9     I have some prepared comments which I will  
10    leave.

11                The Greater Topeka Chamber of Commerce  
12    strongly urges the U. S. Air Force to place the  
13    First Air National Guard KC-46A Main Operating  
14    Base with the 190th Air Refuelling Wing at  
15    Forbes Field Air National Guard Base, Topeka,  
16    Kansas. The 190th has worked diligently over  
17    the years along with the leadership from the  
18    Air Force and Air National guard to create one  
19    of the highest-quality and most cost effective  
20    tanker operations in the country. They have  
21    done that with the strong support of this  
22    community, as you have heard from the Mayor and  
23    Chairman Archer. This community has been home  
24    to Forbes Field since 1942, so we have a long,  
25    long history.

1 Forbes Field is optimally located to  
2 support the air refuelling needs of the  
3 Department of Defense, as well as having first  
4 class facilities that would require very little  
5 investment to house the KC-46A and additional  
6 active duty airmen. The existing ramp space  
7 will accommodate the larger aircraft with room  
8 to spare. Furthermore, a recent collaborative  
9 effort by the 190th Air Refuelling Wing, the  
10 City of Topeka, Shawnee County, Topeka Chamber,  
11 and local industry was successful in rezoning  
12 areas around the base that will help protect  
13 the runway from encroachment for years to come.  
14 In addition to the many positives Forbes Field  
15 has to offer, the greater Topeka community is  
16 also well positioned to meet the needs of  
17 active duty airmen and their families assigned  
18 to the base. The Topeka community has the  
19 necessary quality housing to accommodate  
20 additional personnel and their families.  
21 Topeka is consistently ranked as one of the  
22 most affordable metropolitan areas in the  
23 country for housing; additionally, in 2011,  
24 Topeka's housing was ranked as number six in  
25 affordable housing for veterans in the country

1 by Livability.com.

2 Topeka has also benefited from several  
3 large corporations that have recently built  
4 facilities near Forbes Field that provide well  
5 paying jobs that military dependents may be  
6 interested in. We have high achieving, strong  
7 K through 12 public and parochial private  
8 schools throughout the communities. These  
9 schools have innovative programs, newer  
10 facilities, and are technology rich. As Mr.  
11 Archer mentioned, Topeka is also home to  
12 Washburn University, which is just a few  
13 minutes' drive from the base and will provide  
14 airmen and their dependents with the  
15 opportunity to receive a college degree while  
16 stationed at Forbes Field. Additionally, the  
17 University of Kansas and Kansas State  
18 University are both located less than an hour  
19 from Topeka.

20 Finally, the 190th Air Refuelling Wing  
21 has built a strong and positive working  
22 relationship with the Metropolitan Topeka  
23 Airport Authority created through strong  
24 commitment to public and private partnerships.  
25 This lasting relationship gives the 190th the

1 ability to maintain a secure and low-cost  
2 installation by sharing infrastructure and cost  
3 for dual use facilities and functions. It is a  
4 true public/private partnership.

5 The Topeka community actively embraces  
6 the 190th, not only for the economic impact,  
7 but for the many intangible impacts military  
8 service has on our community. 190th personnel  
9 are locally regarded as the highest quality  
10 community members, respected by both the  
11 business community and the citizens of Topeka  
12 and Kansas. The Greater Topeka Chamber of  
13 Commerce places such importance in the 190th's  
14 presence in Topeka that a permanent position  
15 was created in 2004 on the Chamber board of  
16 directors for the 190th Commander to be assured  
17 that the needs of the 190th and their mission  
18 are always supported by the business community.

19 Additionally, the citizen airmen of the  
20 190th are our neighbors and friends. They  
21 provide community -- the community with  
22 leadership and core values instilled by the Air  
23 Force. We are proud to be the home of the Air  
24 National Guard's 190th.

25 Topeka Chamber of Commerce and the

1 community stand with the 190th Air Refuelling  
2 Wing, the Adjutant General, and the Governor of  
3 Kansas to encourage your attention to their  
4 capabilities and readiness to accept the new  
5 assignment of KC-46A tankers. We are always  
6 ready to provide assistance and partnership  
7 with the 190th and express our desire to the  
8 new Air National Guard KC-46A Main Operating  
9 Base at Forbes Field Air National Guard Base,  
10 Topeka, Kansas.

11 This letter has been signed by the board  
12 of directors, and I'll leave that with you.  
13 And I appreciate your time. Thank you very  
14 much.

15 COLONEL SHERMAN: Our next speaker is  
16 Gina Pensick (spelled phonetically).

17 MS. PENSICK: I'm simply going to  
18 submit written comments, ma'am.

19 COLONEL SHERMAN: Thank you. And Mr.  
20 Allan Towle. Sir.

21 MR. TOWLE: I apologize. I did not  
22 write my comment. Most of what I have to say  
23 has already been said, but I think it's  
24 important -- I apologize. I am Allan Towle,  
25 president of Fidelity State Bank & Trust

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1 Company and chairman of the board of Go Topeka.  
2 Most of what I've already said has been said by  
3 the distinguished gentlemen that got to speak  
4 ahead of me. And I appreciate them going  
5 through all of that.

6 I do want to add that the Topeka business  
7 community -- and I see this in my work life,  
8 and I see this in being involved in Go Topeka  
9 -- is very supportive of the military, very  
10 supportive of the 190th. The 190th adds great  
11 economic value to Topeka, and I believe Topeka  
12 adds great economic value to the 190th. One of  
13 the advantages of bringing the aircraft here is  
14 that we do have a very large Air Force base  
15 runway so it can accommodate those. The  
16 facilities here and the infrastructure here are  
17 already in place, with minor adjustments for  
18 the military to be able to use our facilities  
19 here in Topeka. Our community has very strong  
20 support. We've got the housing, we've got the  
21 schools, we've got some great opportunities for  
22 education and great opportunities for jobs for  
23 the family members of the military that would  
24 be coming to Topeka should this happen. So it  
25 would be a great opportunity for the military



1 as well to come to Topeka with these additional  
2 aircraft.

3 A few years ago my son joined the Marine  
4 Reserves; and with that, I have had an  
5 opportunity to get a little more first hand  
6 knowledge and observation, I should probably  
7 say, of how the public supports the military in  
8 Topeka. And it is just outstanding when he  
9 goes places, the reactions that he gets because  
10 of his service to our country. And we  
11 certainly appreciate your service to our  
12 country and everything that you have done for  
13 us through today. We certainly encourage you  
14 to bring the KC-46A here to Topeka. Thank you  
15 very much.

16 COLONEL SHERMAN: You're welcome,  
17 sir. This evening's goal was to provide you  
18 with open communication and accurate  
19 information to ensure your informed  
20 participation in the NEPA Process. I hope that  
21 we have achieved that goal. Please feel free  
22 to visit the information booths and ask any  
23 additional questions you may have regarding  
24 this proposed action. You have an opportunity  
25 during the formal comment period ending March

36

1 24th, 2014, to provide written comments.

2 Please stop by the registration booth to get

3 any additional materials you may need.

4 Thank you and have a good evening.

5

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2 STATE OF KANSAS )  
 ) ss:  
3 COUNTY OF SHAWNEE )

13 IN WITNESS WHEREOF, I have hereunto  
14 affixed my Official Seal this \_\_\_\_\_ day of  
15 \_\_\_\_\_, 2014.

16  
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22  
23  
24  
25

Roxana S. Montgomery  
CERTIFIED SHORTHAND REPORTER  
Registration No. 1409

Page 1

AIR NATIONAL GUARD PUBLIC HEARING.....

EIS HEARING PROCEEDINGS.....

IN RE: Public hearing for the Draft  
Environmental Impact Statement for the  
Second Main Operating Base Beddown of  
the KC-46A Tanker Aircraft....

H E L D B E F O R E:

Colonel William Muldoon  
Captain April Doolittle  
Colonel Robert Meyer  
Captain Robert Mendez  
Anne Rowe, Project Manager

H E L D O N: Tuesday, March 4, 2014

R E P O R T E D B Y:

PATRICIA A. TERRACCIANO, Certified Court  
Reporter (License No. 1158) and Notary Public of  
New Jersey, on the above date, commencing at five  
o'clock p.m., at the offices of Plumbsted Fire  
District #1 Fire Station, 59 Main Street, New  
Egypt, New Jersey.

NATIONAL COURT REPORTERS, INC

7835 Freeway Circle

Middleburg Heights, Ohio 44130-6318

888-800-9656

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1 EIS Hearing Proceedings:

2 CAPTAIN APRIL DOOLITTLE, (the  
3 BASE Public Affairs Officer): Good  
4 evening ladies and gentlemen, and welcome  
5 to the public hearing for the Draft  
6 Environmental Impact Statement for the  
7 Second Main Operating Base Beddown of the  
8 KC-46A Tanker Aircraft. I am Captain  
9 April Doolittle with the 108th Wing  
10 Public Affairs Office, located in central  
11 New Jersey.

12 Please enjoy the refreshments  
13 provided. Restrooms are outside in the  
14 lobby, and smoking in the facility is  
15 prohibited.

16 Before starting the formal  
17 portion of tonight's hearing, I ask that  
18 cell phones be turned off or placed in  
19 the silent mode. During the proceedings,  
20 please do not interrupt the speakers and  
21 please be respectful to those providing  
22 oral comments. We will do our best to  
23 give everyone an opportunity to speak, in  
24 the time we have.

25 Colonel William Muldoon (Judge

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Page 3

1 Advocate) will now begin the formal  
2 portion of tonight's hearing.

3 COLONEL WILLIAM MULDOON (Judge  
4 Advocate): Good evening and thank you  
5 Captain Doolittle. I am Judge Colonel  
6 Bill Muldoon and I am a Chief Regional  
7 Military Judge of the United States Air  
8 Force from Nellis Air Force Base, Nevada.  
9 I'd like to make clear from the outset  
10 that I'm here in my capacity as a federal  
11 judge solely to act as a moderator in  
12 this hearing. The United States Trial  
13 Judiciary is an independent organization.  
14 I do not work for, or with, anyone in  
15 this room. I am not a member of this  
16 command or assigned to this installation.  
17 I report directly to the Chief Trial  
18 Judge of the United States Air Force and  
19 to the Judge Advocate General of the Air  
20 Force. I have had no involvement with  
21 the preparation of this proposed action  
22 or the Environmental Impact Statement. I  
23 have not rendered legal advice or  
24 assistance with respect to this action.  
25 I'm here tonight to serve as an

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1 independent public hearing officer  
2 regarding the Draft Environmental Impact  
3 Statement. I am responsible for  
4 providing everyone an opportunity to  
5 comment tonight on the proposed action,  
6 alternatives, and associated  
7 environmental analysis.

8 This public hearing provides  
9 you with the formal opportunity for  
10 comment. I do not make any  
11 recommendation or decision on whether the  
12 proposed project should be continued,  
13 modified, or abandoned or how the  
14 Environmental Impact Statement should be  
15 prepared. Therefore, during the public  
16 comment portion of this hearing I urge  
17 you to direct your comments to the  
18 individuals on our panel.

19 The purpose of this public  
20 hearing is to provide you with an  
21 opportunity to comment on the findings of  
22 the Draft Environmental Impact Statement.  
23 More importantly, this hearing is a  
24 formal opportunity for you to get  
25 involved in the NEPA Process.

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1                   This hearing is scheduled to  
2           conclude at 8:00 p.m., but if necessary,  
3           will continue until all comments have  
4           been received. This formal session may  
5           end before 8:00 p.m., if there are no  
6           more comments. However, the overall  
7           hearing, including materials to be viewed  
8           and discussion with team members  
9           individually, will continue until 8:00  
10          p.m., unless all interested parties have  
11          left the meeting.

12                   If following the presentation  
13          any members of the audience have  
14          questions regarding clarification of any  
15          points you may not have understood, you  
16          may fill out a question card, which can  
17          be found at the registration desk or on  
18          several tables scattered throughout the  
19          room, or you may raise your hand now and  
20          someone will bring a card to you.

21                   Once you have filled out your  
22          question on the card, please raise your  
23          hand again and one of our staff will  
24          collect it from you. Only questions  
25          regarding clarification of the topics

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1 presented will be entertained. General  
2 comments on the action will not be read  
3 by our panel, but you may present your  
4 comment orally later in this evening or  
5 submit it on one of the comment cards  
6 found throughout the room.

7 Once questions have been  
8 answered, members of the audience who  
9 checked the box on their registration  
10 cards indicating their desire to provide  
11 oral comments will be asked to come  
12 forward.

13 Registration cards were  
14 available at the registration table as  
15 you came in. If you have not filled out  
16 a card or indicated your desire to speak  
17 and wish to do so, please raise your hand  
18 and a card will be provided to you now.

19 In addition, there are  
20 materials at the door describing the  
21 official Air National Guard proposal, the  
22 description of the proposed action and  
23 alternatives, and information on  
24 locations where you can review the draft  
25 Environmental Impact Statement after

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1           tonight, if you have not already done so.

2                   To ensure that all interested  
3           citizens have an opportunity to speak, I  
4           will limit the comments to ten minutes  
5           per person. If time allows after  
6           everyone has had an opportunity to  
7           provide their comments, you may have more  
8           time. You will only be allowed to  
9           comment when your name is called.  
10          Elected officials and individuals  
11          representing organizations will be called  
12          upon first.

13                  A court reporter is recording  
14          this proceeding for the record. We will  
15          take a ten-minute break every hour to  
16          allow the court reporter to take a break.

17                  As mentioned earlier,  
18          restrooms are located to the left down  
19          the hallway that is marked with the exit  
20          sign, and refreshments can be found near  
21          the check-in desk.

22                  Throughout this hearing, I ask  
23          that you keep in mind that this public  
24          hearing is not a debate, or any type of  
25          vote on the Draft Environmental Impact

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1 Statement, nor is it primarily designed  
2 as a question-and-answer session,  
3 although legitimate, clarifying questions  
4 may be asked.

5 At the conclusion of this  
6 hearing you may discuss the findings of  
7 the Draft Environmental Impact Statement  
8 in greater detail with the staff members  
9 from the 108th Wing, National Guard  
10 Bureau, and the consultant's technical  
11 representatives.

12 If you do not wish to provide  
13 oral comments, written comments will be  
14 accepted and will be given equal  
15 consideration. Even if you do make an  
16 oral statement, you are welcome to  
17 provide a written statement to reaffirm  
18 the comments you made and any additional  
19 comments you would like to make.

20 Written comments should be  
21 sent to the National Guard Bureau at the  
22 address printed on the comment form that  
23 you filed out, or on the website. The  
24 address is also printed on the comment  
25 sheets.

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1 All relevant, substantive  
2 comments will be included in the  
3 administrative record and will be  
4 addressed in the Final Environmental  
5 Impact Statement. The formal comment  
6 period for the Draft Environmental Impact  
7 Statement ends on March 24, 2014. It is  
8 very important for you to realize that  
9 the New Jersey Air National Guard and the  
10 National Guard Bureau will be open and  
11 responsive to your comments and concerns  
12 throughout the NEPA process.

13 It is a requirement to inform  
14 you that under the Privacy Act of 1974,  
15 your name, address and comments, if  
16 provided during this NEPA process, will  
17 be:

18 > Used to compile mailing  
19 lists for sending project reports,  
20 brochures, and other information  
21 concerning the Environmental Impact  
22 Statement to those individuals and groups  
23 who might be interested.

24 > Forwarded to federal, state  
25 and local agencies, and elected

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1 officials.

2 > The addresses of private  
3 individuals submitting comments will NOT,  
4 repeat, "will NOT," be published in  
5 documents released to the public.

6 Failure to provide the  
7 information requested would prevent  
8 delivery of documents and notification of  
9 further developments. However, documents  
10 are available on the project website and  
11 in select libraries, with locations  
12 published in local newspapers.

13 Now, before we proceed with  
14 the presentation, if you have not  
15 reviewed a copy of the Draft  
16 Environmental Impact Statement, copies  
17 are available for you to review while in  
18 attendance at this hearing at each of the  
19 information booths.

20 Further, you may pick up a CD  
21 with the document on it at the check-in  
22 desk. There is also a list of locations  
23 where the Environmental Impact Statement  
24 is provided for public review after this  
25 meeting in the informational handouts.

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1           If you did not receive other  
2           informational materials that were  
3           available at the entrance, please raise  
4           your hand and someone will provide them  
5           to you.

6                       At this point, I will turn  
7           this over to Colonel Meyer, the Commander  
8           for the 108th air refueling Wing.

9                       COLONEL MEYER: Thank you, Your  
10          Honor. Good evening, my name is Colonel  
11          Bob Meyer, and I am the Wing Commander  
12          for the 108th Air Refueling Wing, New  
13          Jersey Air National Guard, at Joint Base  
14          McGuire-Dix-Lakehurst.

15                      On behalf of the New Jersey  
16          Air National Guard, I want to welcome all  
17          of you to this important public hearing  
18          regarding the Draft Environmental Impact  
19          Statement for the proposed beddown of the  
20          KC-46A tanker aircraft.

21                      It is our goal this evening to  
22          provide you with information about the  
23          proposed aircraft beddown and the  
24          National Environmental Policy Act,  
25          commonly referred to as NEPA, and to

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1           ensure your maximum participation and  
2           understanding of this process.

3                       I would like to introduce you  
4           to individuals who are here this evening  
5           to assist in answering questions about  
6           the aircraft conversion and to facilitate  
7           your participation in commenting on the  
8           findings of the Draft Environmental  
9           Impact Statement.

10                    You have already met Colonel  
11           William Muldoon from Headquarters Air  
12           Force. He will be presiding over this  
13           evening's hearing. Next we have Captain  
14           Robert Mendez, the 108th Wing's  
15           Environmental Manager who will provide  
16           you with an overview of the proposed  
17           action and alternatives; and Anne Rowe,  
18           from the National Guard Bureau, who will  
19           be explaining some key considerations  
20           regarding the National Environmental  
21           Policy Act.

22                    We also have a number of other  
23           individuals who have been involved in the  
24           development of the Environmental Impact  
25           Statement. They are from the New Jersey

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1 International Guard, the National Guard  
2 Bureau and Cardno TEC, our environmental  
3 consultants. They will be available  
4 after the current formal session to  
5 answer questions and to help facilitate  
6 this process. You will find that any  
7 member in uniform or with an EIS name tag  
8 can either answer your questions or  
9 direct you to the right individual to  
10 answer your questions.

11 The greater central New Jersey  
12 community is important to the 108th Wing,  
13 and community input is valuable to the  
14 environmental analysis. Joint Base  
15 McGuire-Dix-Lakehurst is the current home  
16 of the 108th Wing. Many of our current,  
17 as well as retired members live in the  
18 area. We are part of this community.

19 Many of you have been  
20 consistently supportive of the military  
21 and of the 108th Wing. This community  
22 helped foster the development of the New  
23 Jersey Air National Guard as well as the  
24 108th Wing over many years. This support  
25 is and has been deeply appreciated. Like

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1           you, our members live and work in this  
2           community and care deeply about its  
3           future. This is home to all of us.

4                   The proposed action is for the  
5           Air Force to replace a portion of the  
6           existing KC-135 aerial refueling fleet  
7           with the KC-46A, which will be a new  
8           aircraft to the Air Force's fleet. As  
9           such, the Air Force plans to identify  
10          locations for the beddown of a formal  
11          training unit (also known as "FTU") and  
12          the First Main Operating Base (also known  
13          as "MOB 1"), which will both be led by  
14          active duty units. This has been the  
15          subject of a separate Environmental  
16          Impact Statement and is NOT a part of  
17          this discussion this evening.

18                   The Air Force will also  
19          beddown the KC-46A at a Second Main  
20          Operating Base (also known as "MOB 2"),  
21          which will be led by an International  
22          Guard unit. This hearing is regarding  
23          the Second MOB, Main Operating Base  
24          beddown only, as the FTU and MOB 1  
25          beddown are the subject of a separate

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1 action.

2 The National Guard Bureau has  
3 prepared this Draft Environmental Impact  
4 Statement to analyze the potential  
5 impacts of the MOB 2 KC-46A beddown. The  
6 Draft Environmental Impact Statement  
7 analyzes potential environmental  
8 consequences that could result from the  
9 proposed beddown of 12 KC-46A aircraft at  
10 any of five alternative International  
11 Guard installations, including:

12 > Forbes Air National Guard  
13 Station, Kansas;.

14 > Joint Base  
15 McGuire-Dix-Lakehurst, New Jersey;.

16 > Pease Air National Guard  
17 Station, New Hampshire;.

18 > Pittsburgh Air National  
19 Guard Station, Pennsylvania; and.

20 > Rickenbacker Air National  
21 Guard Station, Ohio.

22 The no-action alternative is  
23 required by the National Environmental  
24 Policy Act, and will be evaluated also to  
25 provide a baseline for decision-makers.

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1           The no-action alternative evaluates the  
2           environmental consequences of not basing  
3           the KC-46A aircraft at any installation.  
4           Under the no-action alternative, no  
5           installation would be selected to host  
6           the KC-46A for the Second Main Operating  
7           Base.

8                       In 2013, the Secretary of the  
9           Air Force announced Pease International  
10          Guard Station as the preferred  
11          alternative for the KC-46A Second Main  
12          Operating Base. The United States Air  
13          Force selected Pease Air National Guard  
14          Station based on an operational analysis,  
15          results of site surveys, and military  
16          judgment factors. We would like to  
17          emphasize that although the preferred  
18          alternative for the beddown has been  
19          announced, no formal decision has been  
20          made on the basing of the KC-46A aircraft  
21          currently under analysis in this draft  
22          EIS. Until a final decision is made by  
23          the Secretary of the Air Force, all  
24          alternatives are still under  
25          consideration and are treated equally.

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1                   As shown on the poster boards,  
2           as a result of the Proposed Action, there  
3           would be a change to the type of aircraft  
4           based at the selected installation; a  
5           change to the mix of aircraft using  
6           associated air space; changes to staffing  
7           and manpower at the selected location;  
8           changes to the number of airfield  
9           operations; as well as minor required  
10          construction, building renovation, and  
11          facility demolition. There would be no  
12          new or modified airspace required to  
13          support this action. The proposed  
14          aircraft beddown is estimated to begin in  
15          late 2017 or 2018 for the National Guard  
16          Bureau.

17                   If Joint Base  
18          McGuire-Dix-Lakehurst is selected for the  
19          MOB 2 KC-46A beddown, 8 KC-135 aircraft  
20          would be replaced by 12 KC-46A aircraft,  
21          personnel would increase by 287  
22          individuals, total airfield operations  
23          would increase by 15 percent, and the  
24          acreage off airport-controlled property  
25          within the 65 decibel Day-Night Average

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1           Sound Level noise contour -- there is a  
2           mouthful -- would increase by 419 acres.

3                       If Joint Base  
4           McGuire-Dix-Lakehurst is not chosen for  
5           the beddown of the KC-46A Tanker  
6           Aircraft, the existing KC-135 will remain  
7           at the base for the foreseeable future.

8                       Again, I want to thank you for  
9           your attendance and your interest this  
10          evening. Please let me know if I can be  
11          of further assistance, either during or  
12          after tonight's formal proceedings  
13          conclude. With that, I will turn over  
14          the hearing to Captain Mendez,  
15          Environmental Manager for the 108th Wing.  
16          Thank you.

17                      CAPTAIN MENDEZ: Thank you,  
18          Colonel Meyer. Good evening ladies and  
19          gentlemen and welcome to the public  
20          hearing for the Draft Environmental  
21          Impact Statement. As the Commander  
22          indicate, I am Captain Robert Mendez, and  
23          I serve as the environmental manager for  
24          the 108th Wing. As a member of the unit  
25          and of the local community I am very

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1 interested in what happens here as well.  
2 This is an important occasion in which to  
3 discuss this topic and I appreciate your  
4 interest, your participation, and your  
5 comments.

6 The Draft Environmental Impact  
7 Statement evaluates impacts to eleven  
8 resources by the proposed action to  
9 include Noise, Air Quality, Safety,  
10 Biological Resources, and Cultural  
11 Resources. Other Resources evaluated can  
12 be reviewed in the Draft Environmental  
13 Impact Statement. As a result of the  
14 draft environmental analysis, we do not  
15 expect the proposed action to have any  
16 significant impacts to any resources.

17 I will speak briefly to most  
18 of the resources I just mentioned;  
19 however, more in-depth information is  
20 provided in the Draft EIS document for  
21 all eleven resources.

22 The noise poster board shows  
23 baseline noise contours from existing  
24 KC-135 aircraft operations and proposed  
25 noise contours from KC-46A aircraft

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1 operations at Joint Base  
2 McGuire-Dix-Lakehurst. The analysis was  
3 based on 8,040 allocated flying hours for  
4 each unit, which is a conservative  
5 estimate, meaning that flying hours would  
6 most certainly be below that number for  
7 each alternative.

8 As you can see the noise  
9 contours would increase with an addition  
10 of 419 acres off airport-controlled  
11 property affected. Impacts to Air  
12 Quality from proposed operational  
13 emissions would be less than significant  
14 for all criteria pollutants, except  
15 nitrogen oxides, which would be above the  
16 de minimis threshold of 100 tons per  
17 year. A conformity determination is  
18 being prepared to address this and will  
19 be completed prior to finalizing the  
20 Environmental Impact Statement. The  
21 National Guard Bureau is coordinating  
22 with Joint Base McGuire-Dix-Lakehurst and  
23 the New Jersey Department of  
24 Environmental Quality on the effort.

25 Under this Alternative minor

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1 construction and renovation of facilities  
2 would be required resulting in  
3 approximately 4.7 acres of temporary soil  
4 disturbance and 2.4 acres of new  
5 impervious surface. There would be no  
6 impacts to wetlands, floodplains, or  
7 federally listed species. In addition,  
8 the Air National Guard has initiated  
9 government-to-government coordination  
10 with all federally recognized tribes  
11 affiliated with the area. To date, from  
12 the responses we have received, no tribe  
13 has indicated that any traditional  
14 resources occur in the project area.

15 We look forward to input  
16 provided from the public and affected  
17 communities as we proceed through the  
18 NEPA process. Once the requirements of  
19 NEPA are complete, the Air Force will  
20 make its final basing decision.

21 Thank you for your attention,  
22 and I will now turn the presentation over  
23 to Ms. Anne Rowe, the National Guard  
24 Bureau Project Manager for the  
25 Environmental Impact Statement to discuss

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1 the NEPA process.

2 ANNE ROWE: Thank you, Captain  
3 Mendez.

4 I will briefly summarize the  
5 NEPA process. The National Environmental  
6 Policy Act, commonly referred to as NEPA,  
7 aids Federal agency decision-makers in  
8 determining the future course of federal  
9 actions. It is the objective of NEPA to  
10 ensure that decision-makers have the  
11 environmental information and public  
12 input to facilitate informed decisions.

13 The goal of preparing the  
14 Environmental Impact Statement is to  
15 support sound decisions through the  
16 assessment of potential environmental  
17 impacts, as well as involving the public  
18 in the process. The result of this  
19 analysis and other relevant factors will  
20 be considered before a decision is made  
21 by the Air Force on this proposal.

22 The Draft Environmental Impact  
23 Statement, or Draft EIS, which was made  
24 available for your viewing at a number of  
25 public locations beginning on February

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1 7th, 2014, presents the findings and  
2 analysis of the proposed action and  
3 alternatives on environmental criteria  
4 set forth by NEPA.

5 Tonight's public hearing is  
6 the second of two public comment forums  
7 that provide the public an opportunity to  
8 comment on the scope and content of the  
9 Environmental Impact Statement. The  
10 first forum, called a scoping meeting,  
11 was held at here and at the other  
12 alternative locations in June 2013.

13 Comments have also been  
14 solicited from local, state and Federal  
15 agencies that have jurisdiction over  
16 particular resources, such as air and  
17 water quality. That process began with  
18 the release of the Notice of Intent to  
19 prepare an Environmental Impact Statement  
20 on May 17, 2013, and continues today with  
21 public and agency review of the Draft  
22 Environmental Impact Statement.

23 This hearing gives the  
24 potentially affected communities an  
25 opportunity to comment on the analyses

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1           that have been presented in the Draft  
2           Environmental Impact Statement.

3                       The formal public comment  
4           period ends on March 24th, 2014.  
5           Following this period, oral and written  
6           comments received from both the public  
7           and government agencies will be reviewed  
8           by the Air Force and the National Guard  
9           Bureau. We will continue to accept  
10          comments throughout the NEPA process.  
11          However, it is more difficult to give  
12          your comments the consideration they  
13          deserve as the process winds down closer  
14          to the release of the Final Environmental  
15          Impact Statement, or Final EIS.

16                     After all comments on the  
17          Draft Environmental Impact Statement have  
18          been addressed, substantive comments will  
19          be reviewed and responded to in the final  
20          EIS. The Final Environmental Impact  
21          Statement will be released to the public  
22          for a 30-day period before a record of  
23          decision is signed by the Secretary of  
24          the Air Force or their designee. The  
25          Record Of Decision is scheduled to be

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1 signed in June 2014.

2 This concludes the explanation  
3 of both the KC-46A beddown proposal, as  
4 well as the NEPA process.

5 I now return the program back  
6 to our hearing officer. Thank you.

7 \* \* \*

8 COLONEL WILLIAM MULDOON:  
9 Thank you, Ms. Rowe.

10 My records show we don't have  
11 any written questions from anyone  
12 attending.

13 Did anyone attending have any  
14 questions for the panel to clarify  
15 anything before we proceeded? And I am  
16 not seeing any.

17 Also, I would don't have any  
18 note of anyone wanting to make a public  
19 comment.

20 At this point I will offer an  
21 opportunity if anyone wanted to make a  
22 comment.

23 AUDIENCE MEMBER: Can I ask  
24 questions about the table?

25 COLONEL WILLIAM MULDOON:

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1           Certainly, yes you may.

2                   AUDIENCE MEMBER: So I  
3           understand, there are eight KC-135s at  
4           McGuire, at McGuire-Dix-Lakehurst, and  
5           there is eight up at Pease?

6                   COLONEL: I believe Pease has  
7           12 currently.

8                   AUDIENCE MEMBER: So, they're  
9           going to keep four of them?

10                  COLONEL: I believe they  
11           relinquished their entire KC-135 fleet  
12           and that will be replaced with KC-46A.

13                  MS. ROWE: It will be replaced  
14           with 12 -- it would lose all their  
15           KC-135s and be replaced with 12 KC-46s.

16                  AUDIENCE MEMBER: Does McGuire  
17           -- How many are, KC-135s are at McGuire?

18                  COLONEL: We have, we possess  
19           eight.

20                  AUDIENCE MEMBER: And you'd  
21           give all of those up and get --

22                  COLONEL: And get 12 of these.

23                  AUDIENCE MEMBER: Okay. Now,  
24           this, the table doesn't reflect your  
25           KC-10 assets. So I mean, I am looking at

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1           this table as the 135s only.

2                   The KC-10s add a lot more  
3           capability to joint based  
4           McGuire-Dix-Lakehurst.

5                   COLONEL: It is another air  
6           refueling asset that we have on the main  
7           installation which is operated primarily  
8           by the active component in conjunction  
9           with the 514, which is the Air Force  
10          Reserve.

11                  So I mean across the joint  
12          installation we have a robust air  
13          re-fueling fleet, but it is also made up  
14          of you know, us, International Guard  
15          asset as well as the 514 reserve and 305.

16                  AUDIENCE MEMBER: Do they have  
17          any active duty up at Pease?

18                  COLONEL: They have an  
19          associate unit up there as well. They  
20          do. They have what they refer to as a  
21          classic association.

22                  AUDIENCE MEMBER: And they  
23          have separate aircraft for that?

24                  COLONEL: They share the  
25          airplane. So they all operate that same

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1 12 135s.

2 AUDIENCE MEMBER: I see. The,  
3 as far as the modification, it appears as  
4 if the modifications at Pease are almost  
5 identical to those at  
6 McGuire-Dix-Lakehurst.

7 So, I mean I don't see a  
8 difference.

9 Is there a reason that you  
10 would need to add 287 people at  
11 McGuire-Dix-Lakehurst versus 187 up at  
12 Pease?

13 Why are -- any idea why there  
14 might -- and I don't expect the answer to  
15 this question. Any idea why you might  
16 have additional people at Lakehurst?

17 COLONEL: Do you have the  
18 answer to that one? Do you want to take  
19 that one?

20 MS. ROWE: Because Joint based  
21 McGuire doesn't have an active associate  
22 right now so that would include an active  
23 associate at Joint Base McGuire.

24 AUDIENCE MEMBER: I don't know  
25 what that means. That means that, that

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1           you would -- those additional people  
2           would be supporting an active duty  
3           component, is that what that means, or?

4                   MS. ROWE: I'm sorry.

5                   AUDIENCE MEMBER: I am not sure  
6           I understand what an associate -- I mean  
7           I understand what that means but why, why  
8           does that impact the number of people?  
9           That is the bottom --

10                  MS. ROWE: Because -- Right.  
11           And Pease has -- Pease has, Pease is the,  
12           only one of the five that has the active  
13           associate right now. So, they are, they  
14           already have an active associate there.

15                  AUDIENCE MEMBER: And to  
16           create one here requires additional  
17           people?

18                  MS. ROWE: Yes, sir. Do you  
19           want to explain what an active associate  
20           is?

21                  COLONEL: It would be a  
22           scenario where you have one squadron that  
23           is lead by the International Guard; then  
24           you would have an active duty squadron  
25           that associates with that International

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1 Guard, so...

2 AUDIENCE MEMBER: I see.

3 COLONEL: It is a net gain of  
4 manpower to operate the 135R models that  
5 we currently have.

6 AUDIENCE MEMBER: Just so I  
7 understand for the record here, let me  
8 say. So, the fuel supply for  
9 McGuire-Dix-Lakehurst comes by a secure  
10 underground pipe?

11 COLONEL: That is correct.

12 AUDIENCE MEMBER: And the  
13 supply from Pease comes from a -- it  
14 gets, I guess barged in, and then it gets  
15 trucked to the base?

16 COLONEL: I have to verify that  
17 one. It may be best to add Anne on this  
18 one, but it is my understanding that it  
19 is by tanker truck.

20 MS. ROWE: Sir, I will just  
21 stop you right now. I appreciate your  
22 question. We can clarify your question  
23 after the formal part.

24 If you would like to get up  
25 and make a statement about that --

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1 AUDIENCE MEMBER: No, you've  
2 answered all my questions, thank you.

3 MS. ROWE: That is fine. I  
4 didn't want to keep going back and forth,  
5 but certainly we can clarify any  
6 questions that you have once we're done  
7 this portion of it.

8 But feel free to get up and  
9 speak. And also, yes, and how, how they  
10 fueled it, I don't know how they fueled  
11 it. It was part of this environmental  
12 analysis. So, it is not relevant to the  
13 Environment Impact Statement.

14 AUDIENCE MEMBER: I  
15 understand. Thank you.

16 MS. ROWE: Yes, sir.

17 COLONEL WILLIAM MULDOON: Did  
18 anyone else have any questions or  
19 clarification?

20 What I will do, I will take a  
21 brief ten-minute break, to see, if based  
22 on that, anyone wanted to make a public  
23 comment. And then we will come back on  
24 the record to take any public comments if  
25 anyone had to make them.

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1                   If you have not provided a  
2           card with your question or a card with  
3           your desire to make a comment to our  
4           staff yet, now would be the time to do  
5           that.

6                   And then I will alert everyone  
7           when it is time to reconvene the hearing.

8                   As I stated before,  
9           refreshments are available for your  
10          enjoyment. And restrooms are down the  
11          corridor with the exit sign. And we'll  
12          take a ten-minute break.

13                   \* \* \*

14                   (Break taken.)

15                   \* \* \*

16                   COLONEL WILLIAM MULDOON: This  
17          hearing is reconvened.

18                   We still have not received any  
19          written questions and there is no one  
20          listed on the sign-in sheets who wanted  
21          to speak and make a formal public  
22          comment.

23                   But we are going to begin the  
24          public, formal public comment portion of  
25          the hearing.

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1                   If there is anyone who didn't  
2                   sign up and would like to make a formal  
3                   public comment, this would be the time to  
4                   do that.

5                   Not seeing anyone -- I remind  
6                   everyone in attendance that you can still  
7                   make written comments as described before  
8                   and as in the handout materials.

9                   Equal weight will be given to  
10                  both oral and written comments in this  
11                  process. They will all become part of  
12                  the official record and will be included  
13                  in the Final Environmental Impact  
14                  Statement.

15                  This evening's goal was to  
16                  provide you with open communication and  
17                  accurate information to ensure your  
18                  informed participation in the NEPA  
19                  process.

20                  I hope that we have achieved  
21                  that goal. Please feel free to visit the  
22                  information booth and ask any additional  
23                  questions that you may have regarding  
24                  this proposed action. You have an  
25                  opportunity during the formal comment

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1           period ending March 24, 2014, to provide  
2           written comments.

3                       Please stop by the  
4           registration booth to get any additional  
5           materials you may need. Thank you and  
6           have a good evening.

7                               \* \* \*

8                       (WHEREUPON, the deposition is  
9           hereby concluded at 6:47 p.m.)

10                           \* \* \*

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C E R T I F I C a T I O N

I, Patricia A. Terracciano, Certified  
Shorthand Reporter and Notary Public duly and  
qualified in and for the State of New Jersey, do  
hereby certify that the foregoing transcript is a  
true and correct transcript of my original  
stenographic notes.

I further certify that I am neither  
attorney or counsel for, nor related to or  
employed by any of the parties to the action in  
which this deposition is taken; and furthermore,  
that I am not a relative or employee of any  
attorney or counsel employed by the parties hereto  
or financially interested in the action.

\_\_\_\_\_  
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DRAFT EIS PUBLIC HEARING

In Re: Second Main Operating Base Beddown of the  
KC-46A Tanker Aircraft

Thursday, March 6, 2014  
6:02 p.m.

Portsmouth City Hall  
Junkins Avenue  
Portsmouth, New Hampshire 03801

Court Reporter:

Michelle Perrier Cole

Licensed Court Reporter

NH LCR No. 78 (RSA 310-A)

1 JUDGE ADVOCATE: Colonel William Muldoon

2  
3 PRESENTERS:

4 1st Lieutenant Aaron McCarthy  
5 Colonel Paul Hutchinson  
6 Andy Smith, 157th Air Refueling Wing's Environmental  
7 Manager  
8 Anne Rowe, National Guard Bureau

9 OFFICIAL APPEARANCES:

10 Mayor Bob Lister  
11 Ms. Kerry McHugh, Office of Governor Hassan  
12 Ms. Sherri Pierce, Office of Senator Shaheen  
13 Mr. Bud Fitch, Office of Senator Ayotte  
14 Mr. Josh Denton, Office of U.S. Representative  
15 Shea-Porter  
16 Mr. Sean Downey, Office of U.S. Representative Kuster  
17 Major General William Reddel, the Adjutant General for  
18 the State of New Hampshire  
19 Brigadier General Carolyn Protzman, Deputy Adjutant  
20 General and the Commander of the Air National Guard for  
21 the State of New Hampshire  
22 Major General (ret.) Joe Simeone  
23 Major General (ret.) Mark Sears  
Colonel (ret.) Dick Martel

24  
25 SPEAKERS:

26 Mayor Robert Lister, Portsmouth  
27 State Senator Martha Fuller Clark  
28 Ms. Kerry McHugh, Office of Governor Hassan  
29 Ms. Sherri Pierce, Office of Senator Shaheen  
30 Mr. Bud Fitch, Office of Senator Ayotte  
31 Mr. Josh Denton, Office of U.S. Representative  
32 Shea-Porter  
33 Mr. Sean Downey, Office of U.S. Representative Kuster  
34 Ms. Renee Plummer  
35 Mr. Doug Bates  
36 Mr. Ron Snow

1     SPEAKERS:

2     Ms. Karen Benedetti, Office of Gordon Simmons, President  
3       and CEO of Service Credit Union

3     Mr. Bill Hopper

      Mr. John Frink

4     Dr. Melvin Prostkoff

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8     (Letters read into the record as part of this  
9       transcript on behalf of Governor Hassan, Senator  
10      Shaheen, Senator Ayotte, U.S. Representative  
      Shea-Porter, U.S. Representative Kuster, and Gordon  
11      Simmons were not read verbatim, therefore, no quotes  
      are used.)

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1           LIEUTENANT MCCARTHY: Good evening, ladies and  
2 gentlemen. Welcome to the public hearing of the Draft  
3 Environmental Impact Statement for the second main  
4 operating base beddown of the KC-46A Tanker Aircraft.  
5 I am First Lieutenant Aaron McCarthy with the 157th  
6 Air Refueling Wing's Public Affairs Office located in  
7 Portsmouth/Newington, New Hampshire.

8           We'd like to remind you to please enjoy the  
9 refreshments provided out in the lobby. The restrooms  
10 are outside in the lobby down to the right, and  
11 smoking in this facility is prohibited.

12          Before starting the formal portion of tonight's  
13 hearing, I ask that cell phones be turned off or  
14 placed in silent mode. During the proceedings, please  
15 do not interrupt the speakers and please be respectful  
16 of those providing oral comments. We will do our best  
17 to give everyone an opportunity to speak in the time  
18 we have. Thank you.

19          COLONEL MULDOON (Judge Advocate): Good evening.  
20 My name is Colonel Bill Muldoon. I am a military  
21 judge. I'm the Chief Regional Military Judge for the  
22 Western region of the United States Air Force from  
23 Nellis Air Force Base, Nevada. Before we begin, I'd

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1 like to make clear from the outset that I am here in  
2 my capacity as a federal judge solely to act as  
3 moderator in this hearing. The United States Trial  
4 Judiciary is an independent organization. I do not  
5 work for or with anyone in this room. I am not a  
6 member of this command or assigned to this  
7 installation. I report directly to the Chief Trial  
8 Judge of the United States Air Force and to the Judge  
9 Advocate General of the United States Air Force. I  
10 have had no involvement with the preparation of this  
11 proposed action or the Environmental Impact Statement.  
12 I have not rendered legal advice or assistance with  
13 respect to this action. I am here tonight to serve as  
14 an independent public hearing officer regarding the  
15 Draft Environmental Impact Statement. I am  
16 responsible for providing everyone an opportunity to  
17 comment tonight on the proposed action, alternatives,  
18 and associated environmental analysis. This public  
19 hearing provides you with the formal opportunity for  
20 comment. I do not make any recommendation or decision  
21 on whether the proposed project should be continued,  
22 modified, or abandoned or how the Environmental Impact  
23 Statement should be prepared. Therefore, during the



1 public comment portion of this hearing, I urge you to  
2 direct your comments to the individuals on our panel.

3         The purpose of this public hearing is to provide  
4 you with an opportunity to comment on the findings of  
5 the Draft Environmental Impact Statement. More  
6 importantly, this hearing is a formal opportunity for  
7 you to get involved in the NEPA process. This hearing  
8 is scheduled to conclude at 8 p.m., but if necessary,  
9 will continue until all comments have been received.  
10 This formal session may end before 8 p.m. if there are  
11 no more comments. However, the overall hearing,  
12 including materials to be viewed and discussion with  
13 team members individually, will continue until 8 p.m.  
14 unless all interested parties have left the meeting.

15         If, following the presentation, any members of  
16 the audience have questions regarding clarification of  
17 any points you may not have understood, you may fill  
18 out a question card, which can be found at the  
19 registration desk or on several tables scattered  
20 throughout the room or you may raise your hand now and  
21 someone will bring a card to you. Once you have  
22 filled out your question on the card, please raise  
23 your hand again and one of our staff will collect it

1 from you. Only questions regarding clarification of  
2 the topics presented will be entertained. General  
3 comments on the action will not be, but you may  
4 present your comment orally later in this hearing or  
5 submit it on one of the comment cards found throughout  
6 the room.

7 If there are questions, we will take a 10-minute  
8 break to allow Colonel Hutchinson, the 157th Air  
9 Refueling Wing staff, National Guard Bureau staff, and  
10 the environmental consultants to review any questions  
11 submitted and identify the best person to answer each.

12 After we break, we will answer any questions we  
13 have received on the question cards from the audience.  
14 Once questions have been answered, members of the  
15 audience who checked the box on the registration cards  
16 indicating their desire to provide oral comments will  
17 be asked to come forward.

18 Registration cards were available at the  
19 registration table as you came in. If you have not  
20 filled out a card or indicated your desire to speak  
21 and wish to do so, please raise your hand and a card  
22 will be provided to you now.

23 In addition, there are materials at the door

1 describing the official Air National Guard proposal,  
2 the description of the proposed action and  
3 alternatives, and information on locations where you  
4 can review the Draft Environmental Impact Statement  
5 after tonight, if you have not already done so.

6 To ensure that all interested citizens have an  
7 opportunity to speak, I will limit the comments to  
8 five minutes per person. If time allows after  
9 everyone has had an opportunity to provide their  
10 comments, you may have more time. You will only be  
11 allowed to comment when your name is called. Elected  
12 officials and individuals representing organizations  
13 will be called upon first.

14 A court reporter is recording this proceeding  
15 for the record. We will take a 10-minute break every  
16 hour to allow the court reporter to take a break.

17 At this time, I would like to introduce and  
18 recognize public officials that are present at the  
19 hearing. Mayor Bob Lister; from the Office of  
20 Governor Hassan, Ms. Kerry McHugh; from the Office of  
21 Senator Shaheen, Ms. Sherri Pierce; from the Office of  
22 Senator Ayotte, Mr. Bud Fitch; from the Office of U.S.  
23 Representative Shea-Porter, Mr. Josh Denton; from the

1 Office of U.S. Representative Ann Kuster, Mr. Sean  
2 Downey; Major General William Reddel, the Adjutant  
3 General for the State of New Hampshire; Brigadier  
4 General Carolyn Protzman, Deputy Adjutant General and  
5 the Commander of the Air National Guard for the State  
6 of New Hampshire; Major General (ret.) Joe Simeone;  
7 Major General (ret.) Mark Sears; and Colonel (ret.)  
8 Dick Martel.

9 As mentioned earlier, restrooms are located in  
10 the lobby to the right and refreshments can be found  
11 near the check-in desk.

12 Throughout this hearing, I ask you to keep in  
13 mind that this public hearing is not a debate or any  
14 type of vote on the Draft Environmental Impact  
15 Statement. Nor is it primarily designed as a question  
16 and answer session, although legitimate clarifying  
17 questions may be asked as I discussed earlier. At the  
18 conclusion of this hearing, you may discuss the  
19 findings of the Draft Environmental Impact Statement  
20 in greater detail with the staff members of the 157th  
21 Air Refueling Wing, National Guard Bureau, and the  
22 consultant's technical representatives.

23 If you do not wish to provide oral comments,

1 written comments will be accepted and will be given  
2 equal consideration. Even if you do make an oral  
3 statement, you are welcome to provide a written  
4 statement to reaffirm the comments you made and any  
5 additional comments you would like to make. Written  
6 comments should be sent to the National Guard Bureau  
7 at the address printed on the comment form that you  
8 filled out or on the website. The address is also  
9 provided on the comment sheets. All relevant and  
10 substantive comments will be included in the  
11 administrative record and will be addressed in the  
12 Final Environmental Impact Statement. The formal  
13 comment period for the Draft Environmental Impact  
14 Statement ends on March 24, 2014. It is very  
15 important for you to realize that the New Hampshire  
16 Air National Guard and the National Guard Bureau will  
17 be open and responsive to your comments and concerns  
18 throughout the NEPA process.

19 It is a requirement to inform you that under the  
20 Privacy Act of 1974, your name, address, and comments,  
21 if provided during of the NEPA process, will be used  
22 to compile mailing lists for sending project reports,  
23 brochures, and other information concerning the

11

1 Environmental Impact Statement to those individuals  
2 and groups who might be interested; forwarded to  
3 federal, state, and local agencies and elected  
4 officials; the addresses of private individuals  
5 submitting comments will not, and I repeat, will not  
6 be published in documents released to the public.

7 Failing to provide the information requested  
8 would prevent delivery of documents and notification  
9 of further developments. However, documents are  
10 available on the project website and in select  
11 libraries with locations public -- excuse me -- with  
12 locations published in local newspapers.

13 Now, before we proceed with the presentation, if  
14 you have not reviewed a copy of the Draft  
15 Environmental Impact Statement, copies are able for  
16 you to review while in attendance at this hearing at  
17 each of the information booths. Further, you may pick  
18 up a CD with the document on it at the check-in desk.  
19 There's also a list of locations where the  
20 Environmental Impact Statement is provided for public  
21 review after this meeting in the informational  
22 handouts. If you did not receive other informational  
23 materials that were available at the entrance, please

12

1 raise your hand and someone will provide them to you.

2 At this point, I will turn this over to Colonel  
3 Hutchinson, the Commander of the 157th Air Refueling  
4 Wing.

5 COLONEL HUTCHINSON: Thank you, Your Honor.  
6 Good evening. My name is Colonel Paul Hutchinson, and  
7 I am the Wing Commander for the New Hampshire Air  
8 National Guard's 157th Air Refueling Wing at the  
9 Portsmouth International Airport. On behalf of the  
10 New Hampshire Air National Guard, I want to welcome  
11 you all to this important public meeting regarding the  
12 Draft Environmental Impact Statement for the proposed  
13 beddown of the KC-46A Tanker Aircraft. It is our goal  
14 this evening to provide you with information about the  
15 proposed aircraft beddown and the National  
16 Environmental Policy Act, commonly referred to as  
17 NEPA, and to ensure your maximum participation and  
18 understanding of this process.

19 I would like to introduce you to individuals who  
20 are here this evening to assist in answering questions  
21 about the aircraft conversion and to facilitate your  
22 participation in commenting on the findings of the  
23 Draft Environmental Statement.

13

1           You have already met Colonel William Muldoon,  
2     Judge Advocate from Headquarters Air Force, Joint Base  
3     Andrews, Maryland. He will be presiding over this  
4     evening's hearing. Next, we'll have Mr. Andy Smith,  
5     the 157th Air Refueling Wing's environmental manager,  
6     who will provide an overview of the proposed action  
7     and alternates. Anne Rowe from the National Guard  
8     Bureau, who will be explaining some of the key  
9     considerations regarding the National Environmental  
10    Policy Act. We also have another -- a group of other  
11    individuals who have been involved in the development  
12    of the Environmental Impact Statement. They are from  
13    the New Hampshire Air National Guard, the National  
14    Guard Bureau, and Cardno TEC, our environmental  
15    consultants. They will be available after the current  
16    formal session to answer questions and to help  
17    facilitate the process. You will find that any member  
18    in uniform or with an EIS name tag can either answer  
19    your question or direct you to the right person to  
20    answer your question.

21           The greater Portsmouth and Newington community  
22    is important to the 157th Air Refueling Wing, and  
23    community input is valuable to the environmental



14

1 analysis. Portsmouth International Airport is the  
2 current home of the 157th Air Refueling Wing. Many of  
3 our current as well as retired members live in the  
4 communities of Portsmouth and Newington, and we are --  
5 we are embedded as part of this community.

6 Many of you have consistently been supportive of  
7 the military and of the 157th Air Refueling Wing.  
8 This community has helped foster the development of  
9 the New Hampshire Air National Guard as well as the  
10 157th Air Refueling Wing over the years. This support  
11 is now and has been deeply appreciated. Like you, our  
12 members live and work in the community and care deeply  
13 about its future. This is home to all of us.

14 The proposed action is for the Air Force to  
15 replace a portion of the existing KC-135 air refueling  
16 fleet with the KC-46A, which will be a new aircraft to  
17 the Air Force fleet. As such the Air Force plans to  
18 identify locations for the beddown of a formal  
19 training unit, also known as FTU, and the First Main  
20 Operating Base, also known as MOB 1, which will both  
21 be led by active duty units. This has been the  
22 subject of a separate Environmental Impact Statement  
23 and is not part of the discussion tonight. The Air

1 Force will also beddown the KC-46A at a Second Main  
2 Operating Base, also known as MOB 2, which will be led  
3 by an Air National Guard unit. This hearing is  
4 regarding the Second Main Operating Base beddown only,  
5 as the FTU and the MOB 1 beddown are the subject of a  
6 separate action.

7 The National Guard Bureau has prepared this  
8 Draft Environmental Impact Statement to analyze the  
9 potential impacts of the MOB 2 KC-46A beddown. The  
10 Draft Environmental Impact Statement analyzes  
11 potential environmental consequences that could result  
12 from the proposed beddown of 12 KC-46A aircraft at any  
13 of the five alternate Air National Guard  
14 installations, including Forbes Air National Guard  
15 Station, Kansas; Joint Base McGuire-Dix-Lakehurst, New  
16 Jersey; Pease Air National Guard Station, New  
17 Hampshire; Pittsburgh Air National Guard Station in  
18 Pennsylvania; and Rickenbacker Air National Guard  
19 Station, Ohio.

20 The no-action alternative is required by the  
21 National Environmental Policy Act and was evaluated  
22 also to provide a baseline to decision makers. The  
23 no-action alternative evaluates the environmental

1 consequences of not basing the KC-46A aircraft at any  
2 installation. Under the no-action alternative, no  
3 installation would be selected to host the KC-46A for  
4 the Second Main Operating Base.

5 In 2013, the Secretary of the Air Force  
6 announced Pease Air National Guard Station as the  
7 preferred alternative for the KC-46A Second Main  
8 Operating Base. The United States Air Force selected  
9 Pease Air National Guard Station on an operational  
10 analysis, results of site surveys, and military  
11 judgment factors. We would like to emphasize that  
12 although the preferred alternative for the beddown has  
13 been announced, no final decision has been made on the  
14 basing of the KC-46A aircraft currently under the  
15 analysis of this Draft EIS. Until a final decision is  
16 made by the Secretary of the Air Force, all  
17 alternatives are still under consideration and are  
18 treated equally.

19 As shown on the poster boards, as a result of  
20 the proposed action, there would be a change to the  
21 type of aircraft based at the selected location; a  
22 change in the mix of aircraft using the associated  
23 airspace; changes to staffing and manpower at the

17

1 selected locations; changes to the number of airfield  
2 operations; as well as minor required construction,  
3 building renovation, and facility demolition. There  
4 would be no new or modified airspace required to  
5 support this action. The proposed aircraft beddown is  
6 estimated to begin in late 2017 or 2018 for the  
7 National Guard Bureau.

8           If Pease Air National Guard Station is selected  
9 for the MOB 2 KC-46A beddown, 8 KC-135 aircraft would  
10 be replaced by 12 KC-46A aircraft, personnel would  
11 increase by approximately 171 individuals, total  
12 airfield operations would increase by 7 percent, and  
13 the acreage off airport-controlled property within the  
14 65 decibel day/night average sound level noise contour  
15 would increase by 4 acres.

16           If Pease is not chosen for the beddown of the  
17 KC-46A Tanker Aircraft, the KC-135 will remain at the  
18 base for the foreseeable future.

19           Again, I'd like to thank you for your attendance  
20 and your interest this evening. Please let me know if  
21 I can be of any further assistance either during or  
22 after tonight's formal proceedings conclude. With  
23 that, I will turn the hearing over to Mr. Andy Smith,

1 the environmental manager for the 157th Air Refueling  
2 Wing.

3 MR. SMITH: Thank you, Colonel Hutchinson. Good  
4 evening, ladies and gentlemen. Welcome to the public  
5 hearing for the Draft Environmental Impact Statement.  
6 As the Commander indicated, I am Mr. Andy Smith, and I  
7 serve as the environmental manager for the 157th Air  
8 Refueling Wing. As a member of the Air Refueling Wing  
9 and of the local community, I am very interested in  
10 what happens here as well. This is an important  
11 occasion in which to discuss this topic, and I  
12 appreciate your interest, your participation, and your  
13 comments.

14 The Draft Environmental Impact Statement  
15 evaluates impacts to 11 resources by the proposed  
16 action to include noise, air quality, safety,  
17 biological resources, and cultural resources. Other  
18 resources evaluated can be reviewed in the Draft  
19 Environmental Impact Statement. As a result of the  
20 draft environmental analysis, we do not expect the  
21 proposed action to have any significant impacts to any  
22 resources.

23 I will speak briefly to most of the resources I

19

1 must mentioned, however, more in-depth information is  
2 provided in the Draft EIS document for all 11  
3 resources.

4         The noise poster board shows baseline noise  
5 contours from existing KC-135 aircraft operations and  
6 proposed noise contours from KC-46A aircraft  
7 operations at Pease. The analysis was based on 8,040  
8 allocated flying hours for each unit, which is a  
9 conservative estimate, meaning that flying hours would  
10 most certainly be below that number for each  
11 alternative.

12         As you can see, the noise contours would  
13 increase slightly with an addition of 4 acres of  
14 uninhabited land being affected off the installation.  
15 Pease Air National Guard Station is located in a  
16 maintenance area for ozone, which is a criteria  
17 pollutant as designated by the Clean Air Act.  
18 Projected emissions from the proposed action would not  
19 be expected to exceed established air quality  
20 standards. Any increase in air emissions would be  
21 below the established thresholds for our area and  
22 would not be significant.

23         Under this alternative, minor construction and

1 renovation of facilities would be required, resulting  
2 in approximately 3 acres of temporary soil disturbance  
3 and 0.5 acre of new impervious surface. There would  
4 be no impacts to wetlands, floodplains, federally  
5 listed species, or cultural resources. In addition,  
6 the Air National Guard has initiated  
7 government-to-government coordination with all  
8 federally recognized tribes affiliated with the area.  
9 To date, from the responses we have received, no tribe  
10 has indicated that any traditional resources occur in  
11 the project area.

12 We look forward to your input provided from the  
13 public and affected communities as we proceed through  
14 the NEPA process. Once the requirements of NEPA are  
15 complete, the Air Force will make its final basing  
16 decision.

17 Thank you for your attention, and I will now  
18 turn the presentation over to Ms. Anne Rowe, the  
19 National Guard Bureau project manager for the  
20 Environmental Impact Statement, to discuss the NEPA  
21 process.

22 MS. ROWE: I will briefly summarize the NEPA  
23 process. The National Environmental Policy Act,

1 commonly referred to as NEPA, aids federal agency  
2 decision makers in determining the future course of  
3 federal actions. It's the objective of NEPA to ensure  
4 that the decision makers have the environmental  
5 information and public input to facilitate informed  
6 decisions.

7 The goal of preparing an Environmental Impact  
8 Statement is to support sound decisions throughout the  
9 assessment of potential environmental impacts, as well  
10 as involving the public in the process. The results  
11 of this analysis and other relevant factors will be  
12 considered before a decision is made by the Air Force  
13 on this proposal.

14 The Draft Environmental Impact Statement, or  
15 Draft EIS, which was made available for your viewing  
16 at a number of public locations beginning on February  
17 7, 2014, presents the findings and analysis of the  
18 proposed action and alternatives on the environmental  
19 criteria set forth by NEPA. Tonight's public hearing  
20 is the second of two public comment forums that  
21 provide the public an opportunity to comment on the  
22 scope and content of the Environmental Impact  
23 Statement. The first forum, called a scoping meeting,



1 was held at the Portsmouth Public Library and at other  
2 alternative locations in June of 2013.

3           Comments have also been solicited from local,  
4 state, and federal agencies that have jurisdiction  
5 over particular resources, such as air and water  
6 quality. That process began with the release of the  
7 Notice of Intent to Prepare an Environmental Impact  
8 Statement on May 17, 2013, and continues today with  
9 public and agency review of the Draft Environmental  
10 Impact Statement.

11           This hearing gives the potentially affected  
12 communities an opportunity to comment on the analysis  
13 that has been presented in the Draft Environmental  
14 Impact Statement.

15           The formal comment public -- the formal public  
16 comment period ends on March 24, 2014. Following this  
17 period, oral and written comments received from both  
18 the public and government agencies will still be  
19 reviewed by the Air Force and National Guard Bureau.  
20 We will continue to accept comments throughout the  
21 NEPA process. However, it is more difficult to give  
22 your comments the consideration they deserve as the  
23 process winds down closer to the release of the Final

1 Environmental Impact Statement, or Final EIS.

2 After all the comments on the Draft  
3 Environmental Impact Statement have been addressed,  
4 substantive comments will be reviewed and responded to  
5 in the Final EIS. The Final Environmental Impact  
6 Statement will be released to the public for a 30-day  
7 public -- for a 30-day period before a Record of  
8 Decision is signed by the Secretary of the Air Force  
9 or their designee. The Record of Decision is  
10 scheduled to be signed in June 2014.

11 This concludes the explanation of both the  
12 KC-46A beddown proposal as well as the NEPA process.  
13 I now return the program back to our hearing officer.

14 COLONEL MULDOON (Judge Advocate): When the  
15 hearing began, we did not have any questions asking  
16 for clarifications about the Draft EIS. If anyone has  
17 a question, I'd ask that they raise their hand at this  
18 point in time so a staff member can get you a question  
19 card to fill out.

20 And seeing that there are no hands raised, I  
21 would like to begin the formal comment portion of the  
22 hearing. I will call the speakers in the order in  
23 which they signed up, with any elected officials

1 having the opportunity to speak first.

2           So the court reporter can accurately capture  
3 your comments, please clearly state your full name and  
4 the full name of your organization you represent, if  
5 any. Do not provide any other personal information  
6 such as your home address or phone number. Your oral  
7 comments will be used to develop a transcript and  
8 permanent record of this meeting. Again, as a  
9 courtesy to those others who have registered to speak,  
10 please limit your comments to five minutes. This  
11 applies to all of our speakers. Keep in mind, you are  
12 welcome to submit written comments and there are no  
13 page limits. The Air Force will give equal weight to  
14 all comments whether they're oral, written, or both.

15           You do not have to speak for the full five  
16 minutes; however, if you choose to speak for the full  
17 five minutes, I will advise you when your five minutes  
18 are almost up. Following your comments, I will ask  
19 that you sit down so I may call on the next speaker.  
20 If you think you'll have more comments than you can  
21 present in the time allotted, make the most important  
22 comments first, and follow up by submitting the  
23 remainder of your comments in writing, if you wish.

25

1           Again, please understand there's no page limit  
2   to written comments. Equal weight will be given to  
3   both oral and written comments. They will all become  
4   part of the official record and will be included in  
5   the Final Environmental Impact Statement.

6           I would now like to begin. The first speaker is  
7   Mayor Bob Lister.

8           MAYOR LISTER: Thank you, sir. Welcome everyone  
9   to the City of Portsmouth and City Hall. My remarks  
10  will be brief, but I could not let this opportunity  
11  pass without again congratulating the New Hampshire  
12  Air National Guard, the staff, and the officers who  
13  are involved in the New Hampshire Air National Guard.  
14  So we welcome you all to the City of Portsmouth and  
15  congratulate you again. Thank you for the opportunity  
16  to -- provided for this public hearing. It's very  
17  important that our citizens hear about what's  
18  happening with the Environmental Impact Statement, and  
19  we certainly appreciate the audience and people who  
20  will watch this at another time.

21           I'd also like to just be able to mention that  
22  not only is this public hearing important, but because  
23  Portsmouth and the surrounding area has had a long

1 history of military presence, we're very proud to have  
2 this hearing tonight and very proud that there may be  
3 an opportunity for the KC-46A to be in the Portsmouth  
4 area, and certainly, because of the public hearing,  
5 taking into consideration the environmental impact on  
6 the City of Portsmouth and the surrounding area.

7 I urge all citizens to support this proposal, to  
8 support the New Hampshire National Guard as they have.  
9 We appreciate all that you're doing in our community.  
10 You are definitely part of our community. This is  
11 definitely a team effort, and we appreciate your  
12 presence. And we look forward to supporting you in  
13 your future endeavors, working with you, and being  
14 part of this new program. So thank you very much.

15 COLONEL MULDOON (Judge Advocate): Thank you,  
16 Mayor.

17 State Senator Martha Fuller Clark.

18 SENATOR CLARK: Thank you very much for the  
19 opportunity to speak, and thank you all for being here  
20 this evening. I have a letter that I would like to  
21 read into the record.

22 Dear Members of the National Guard Bureau, I am  
23 writing in support of bringing the Air Force's new

27

1 tankers, the KC-46, to the Pease Air National Guard  
2 base at the Pease Tradeport Center, Portsmouth, New  
3 Hampshire. I believe that the 157th Air Refueling  
4 Wing is ideally suited to be the first national guard  
5 unit in the country to field the KC-46. The 157th has  
6 established a track record of unparalleled excellence,  
7 winning the Air Force's Outstanding Unit Award 11  
8 times. And to those of you who are here from the  
9 unit, my congratulations and my awe.

10 In just the last two years, the Pease Air  
11 National Guard Base has reduced energy consumption by  
12 approximately 35 percent through facility modification  
13 and new construction projects. The KC-46, with its  
14 new technologically improved design based on the more  
15 fuel-efficient Boeing 767 airliner, will give Pease  
16 the opportunity to continue this trend and conserve  
17 our valuable natural resources.

18 The new tanker also adds increased cargo and  
19 aeromedical evacuation capabilities, which can provide  
20 potentially life-saving capabilities in national  
21 disasters and for overseas missions. Pease is the  
22 ideal location to provide such support to our nation,  
23 close to strategic refueling tracks for missions to

1 the Middle East, Europe, and Africa. Its exceptional  
2 location allows for missions to be shorter, saving  
3 millions in fuel costs, thereby providing an  
4 outstanding value for our country.

5 The 157th Wing is a vital aspect of the seacoast  
6 economy, generating revenue for small businesses and  
7 services. It is also popular with thousands who work  
8 at or around Pease. Currently, the Pease ANGB  
9 provides approximately \$135 million to the local  
10 economy. Bringing the KC-46 to Pease will add over  
11 100 new jobs and provide an additional 7 million in  
12 annual payroll to the region. It will also add 45  
13 million in military construction to the local economy.

14 Clearly, having the Air Force's number one  
15 acquisition, the KC-46, based here in New Hampshire  
16 will also help to ensure the continued vitality of  
17 Pease and the local seacoast communities for many  
18 years to come. I highly recommend to the committee  
19 the selection of Pease and the 157th Air Refueling  
20 Wing as an outstanding site for the bedding of the new  
21 KC-46 tankers.

22 Most sincerely, Martha Fuller Clark, State  
23 Senator, District 21.

29

1           Thank you.

2           COLONEL MULDOON (Judge Advocate): Thank you,  
3   Senator.

4           SENATOR CLARK: You're welcome.

5           COLONEL MULDOON (Judge Advocate): From the  
6   governor's office, Ms. Kerry McHugh.

7           MS. MCHUGH: My name is Kerry McHugh. I am here  
8   on behalf of Governor Hassan. I'm here to read a  
9   letter from the governor.

10          Dear Friends, I regret that I am not able to be  
11   with you in person for today's public hearing, but on  
12   behalf of the State of New Hampshire, I write to  
13   express my strong support for the beddown of the new  
14   KC-46A Aircraft at Pease Air National Guard Base in  
15   Newington, New Hampshire.

16          The Pease Air National Guard Base is the best  
17   location for the KC-46A Air Refueling Tankers. The  
18   base is strategically located on the East Coast of the  
19   United States, translating to considerable time and  
20   cost savings for all eastbound support operations. In  
21   addition, much of the infrastructure needed to  
22   successfully implement the KC-46A is already in place  
23   at Pease. This infrastructure includes the longest



1 Air National Guard runway and parking ramp in the  
2 Northeast, air traffic control, security, and customs  
3 and fire protection.

4           The 157th Air Refueling Wing and the 64th Air  
5 Refueling Squadron stationed at Pease are the best  
6 options to support the operation of the new KC-46A.  
7 The 157th Air Refueling Wing is a model unit made up  
8 of brave, skilled airmen who consistently exceed  
9 expectations in the participation of both military and  
10 homeland defense operations. Since their assignment  
11 to the 157th Air Refueling Wing in 2009, the 64th Air  
12 Refueling Squadron has fully integrated into the Wing  
13 and their performance has rated as outstanding.

14           Bringing the KC-46A Air Refueling Tankers to  
15 Pease will also benefit our seacoast communities and  
16 economy, bringing more jobs to the region and helping  
17 the base generate an even greater positive economic  
18 impact.

19           Our state has a proud tradition of military  
20 service dating back to the founding of the New  
21 Hampshire National Guard nearly 400 years ago. Today,  
22 the men and women of our Air National Guard continue  
23 this tradition of military service. Our New Hampshire

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1 airmen and soldiers are true heroes who have proven  
2 their dedication and courage time and again.

3 The assignment of the KC-46A tankers to Pease  
4 will be good for the Air National Guard, the State of  
5 New Hampshire, and our economy. It is an honor to be  
6 selected by the Air Force to base the KC-46A tankers  
7 at Pease.

8 With every good wish, Margaret Wood Hassan,  
9 Governor.

10 COLONEL MULDOON (Judge Advocate): Thank you,  
11 Ms. McHugh.

12 From the Office of Senator Shaheen, Ms. Sherri  
13 Pierce.

14 MS. PIERCE: Thank you, sir. The senator  
15 regrets that she is unable to be here tonight, but she  
16 asked me to share this letter on her behalf.

17 Dear Friends, Thank you for the opportunity to  
18 comment on the basing of the Air Force's new KC-46A  
19 Refueling Tanker at Pease Air National Guard Base. I  
20 have been a strong advocate for Pease's selection as  
21 one of the first bases to locate this new tanker, and  
22 I am pleased to continue supporting this critical  
23 program.

1           Pease and the 157th Air Refueling Wing have been  
2     providing continuous air refueling coverage to  
3     critical combatant commands overseas since September  
4     11, 2001. The 157th currently flies eight KC-135  
5     Stratotanker aircraft and nearly 1,000 personnel  
6     support the mission on a continuing basis with  
7     distinction and pride. Pease's preliminary selection  
8     as one of the first locations for the KC-46A  
9     underscores the strong record of success.

10           Pease is the preeminent location for basing of  
11     the KC-46A based on its experienced personnel, open  
12     airspace, close partnership with an active associate  
13     unit, modern facilities, significant ramp space, long  
14     runway, cost effectiveness, and strategic location to  
15     support current and future requirements for the  
16     military. No other unit in the Northeast can provide  
17     the level of aircraft utilization more cost  
18     effectively than the 157th Air Refueling Wing.

19           In selecting Pease as one of the first locations  
20     for the new tanker, the Air Force has expressed its  
21     confidence that the personnel at Pease will continue a  
22     proud tradition of excellence and service with the  
23     new, state-of-the-art aircraft. I know the Pease

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1 community will rise to meet the challenge of basing  
2 the KC-46A, and I stand ready to work with the U.S.  
3 Air Force, the Air National Guard, and community  
4 leaders to ensure a smooth transition to this new  
5 generation of tankers.

6 Sincerely, Jeanne Shaheen, United States  
7 Senator.

8 COLONEL MULDOON (Judge Advocate): Thank you,  
9 Ms. Pierce.

10 From Senator Ayotte's office, Mr. Bud Fitch.

11 MR. FITCH: Good evening. Thank you. I have a  
12 brief statement from the senator, and then we will  
13 provide for the record a copy of the joint letter from  
14 Senator Shaheen and Senator Ayotte that was sent  
15 yesterday to Lieutenant General Stanley Clarke, the  
16 Director of the Air National Guard.

17 Senator Ayotte would like to put the following  
18 statement into the record: I want to thank the  
19 Environmental Impact Statement panel for coming to  
20 New Hampshire to learn more about Pease and the  
21 readiness of the 157th Air Refueling Wing to host the  
22 KC-46A. I also want to thank the members of the  
23 general public for attending this important hearing.

1 I will regret that votes in Washington, D.C.,  
2 precluded me from being with you this evening. I want  
3 to express my strongest possible support for bringing  
4 the KC-46A to Pease Air National Guard Base.

5 As Senator Shaheen and I stated in our letter  
6 yesterday to the Director of the Air National Guard,  
7 Pease boasts an optimal strategic location, a  
8 top-performing air refueling unit, an absence of  
9 environmental concerns, and an incredibly supportive  
10 community and congressional delegation. I look  
11 forward to working with the Air National Guard to  
12 bring the KC-46A to Pease.

13 And I will submit for the record the joint  
14 letter from the two senators.

15 COLONEL MULDOON (Judge Advocate): Thank you.  
16 Thank you, Mr. Fitch.

17 From the Office of United States Representative  
18 Shea-Porter, Mr. Josh Denton.

19 MR. DENTON: Thank you, Colonel. The  
20 Congresswoman couldn't be here tonight because she's  
21 in D.C. today, but she asked me to read this letter on  
22 her behalf.

23 Dear Friends, Thank you for inviting me to the

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1 public hearing on the Draft Environmental Impact  
2 Statement for the KC-46A Pease basing proposal. I  
3 regret that I cannot be with you in person this  
4 evening.

5 I would like to express my continued support for  
6 the basing of the KC-46A Refueling Tanker at Pease Air  
7 National Guard Base. I have been a strong advocate  
8 for Pease because it is the ideal candidate for the  
9 KC-46A due to its proximity to operational and  
10 training refueling tracks, its aircraft-related  
11 infrastructure, its training flight simulator, and its  
12 active duty association. In addition, the 157th Air  
13 Refueling Wing at Pease has received the prestigious  
14 Air Force Outstanding Unit Award 11 times, most  
15 recently last year. I believe that having the KC-46A  
16 Refueling Tanker at Pease will be good for our nation  
17 and for our area.

18 Thank you to the National Guard Bureau for  
19 organizing, and City of Portsmouth for hosting, the  
20 Environmental Impact Statement public hearing. I  
21 would also like to thank all of the members of the  
22 National Guard here tonight for your dedication to our  
23 nation.

1           Sincerely, Carol Shea-Porter, Member of  
2 Congress.

3           COLONEL MULDOON (Judge Advocate): Thank you,  
4 Mr. Denton.

5           From the Office of United States Representative  
6 Kuster, Mr. Sean Downey.

7           MR. DOWNEY: Thank you, sir. Congresswoman  
8 Kuster regrets that she couldn't be here this evening,  
9 but she asked me to come and read this letter on her  
10 behalf.

11          Dear Friends, It is an honor to join my  
12 colleagues this evening in endorsing the 157th Air  
13 Refueling Wing and their home at Pease Air National  
14 Guard Base as the ideal location for the new KC-46A  
15 Refueling Tanker. In recent months, I have repeatedly  
16 enjoyed the opportunity to share this record of  
17 excellence that defines these guardsmen and their  
18 active duty component counterparts.

19          The 157th has long been a point of pride for us  
20 here in the Granite state. It is not an accident that  
21 this past year marked the 11th time that this unit has  
22 been recognized with the Air Force's Outstanding Unit  
23 Award. Their record of efficiency and effectiveness

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1 is unparalleled by their peers in other states, and  
2 their ability to rise to the challenge of these  
3 difficult times is yet another reminder of their  
4 exceptional qualifications.

5 In addition to the exemplary men and women who  
6 would be responsible for this new aircraft, Pease  
7 itself boasts a number of strategic advantages. Its  
8 proximity to critical refueling tracks for United  
9 States aircraft heading to the Middle East, Europe,  
10 and Africa, and its massive fuel storage and aircraft  
11 parking capabilities would ensure the Air Force saves  
12 time and money as we look towards a new age of  
13 readiness.

14 There is no doubt in my mind that New  
15 Hampshire's guardsmen have created an ideal  
16 environment for the KC-46A. Whether assessing their  
17 record of excellence or the strategic advantages of  
18 Pease, I cannot imagine an outfit more suited for this  
19 important assignment.

20 I want to commend the New Hampshire Air National  
21 Guard on their continued service to their state and  
22 country, and I want to ensure the Air Force knows that  
23 when they are looking for the best, they need look no



1 further than the men and women of the 157th Air  
2 Refueling Wing.

3 Sincerely, Ann McLane Kuster, Member of  
4 Congress.

5 COLONEL MULDOON (Judge Advocate): Thank you,  
6 Mr. Downey.

7 Ms. Renee Plummer.

8 MS. PLUMMER: Good evening. I am Renee Plummer,  
9 and I am here. And I would have flown all over the  
10 world just to be here for you all.

11 When the former Pease Air Force Base closed down  
12 in the early '90s, many locals felt that this area  
13 would turn into a wasteland. However, we at 2  
14 International saw an opportunity to try and cultivate  
15 a successful business-friendly area which could  
16 provide a boom to the local economy. But while we  
17 have achieved our goal to help transform Pease Air  
18 Force Base into the thriving Pease International  
19 Tradeport, we must acknowledge that 157th Air  
20 Refueling Wing has been an integral part of that  
21 success.

22 Every day we know that the tankers are up there  
23 refueling aircraft on their missions to keep us

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1 safe -- see, this is where I get very emotional for  
2 what you do -- and we are happy to drive to work  
3 side-by-side with the Air National Guard's women and  
4 men here at Pease. And because the existing ANG wing  
5 is already here, all the facilities and  
6 infrastructures are in place to receive the new KC-46A  
7 plane. Logistically, this is a no-brainer, and  
8 economically, this would have a wonderful impact on  
9 the area by creating new jobs, and to me, the math is  
10 pretty simple.

11 We have been fortunate enough to see Pease  
12 Tradeport become a commercial success, but it would  
13 not be the same place without those Air National Guard  
14 planes and the people who make them work so well. I  
15 fully support the efforts of the Pease Air National  
16 Guard Base to acquire the KC-46A Pegasus Tanker, and I  
17 look forward to continuing our partnership in the  
18 future.

19 Renee Plummer. Thank you.

20 COLONEL MULDOON (Judge Advocate): Thank you,  
21 Ms. Plummer.

22 Mr. Doug Bates.

23 MR. BATES: My name is Doug Bates. I'm

1 president of the Portsmouth Chamber of Commerce. I'm  
2 here on behalf of the Greater Portsmouth Chamber of  
3 Commerce. It is the mission of the Greater Portsmouth  
4 Chamber to advocate for members on the issues of  
5 community concerns effecting business. This is  
6 certainly one of them. We have many fundamental  
7 objectives, but we provide leadership and economic  
8 development in the Portsmouth area and in the  
9 seacoast. And we try to effectively influence  
10 decisions about legislative regional interests to our  
11 members, some 800 members.

12 We have a long history as an advocate for Pease  
13 Air National Guard and believe firmly that this base  
14 is critical not only to our nation's security but also  
15 to our region's economic well-being. As such, we  
16 strongly support the selection of Pease in Portsmouth,  
17 New Hampshire, as the base for the Air Force's new  
18 KC-46A Midair Refueling Tankers. Not only is Pease  
19 well-positioned and prepared to welcome these new  
20 aircraft, but the selection of Pease would have  
21 tremendous economic and other benefits to the region.

22 First, the selection of Pease would bring much  
23 needed new jobs to our region, including 70 full-time

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1 and 50 part-time jobs, resulting in an additional \$7  
2 million to the local payroll. And you've heard  
3 earlier that they already contributed quite a bit, so  
4 it's always helpful to get a little bit more.

5 In addition, if Pease is selected, our  
6 country's -- our region's economy and local  
7 communities will benefit from 45 million in military  
8 construction. Of course, the selection of Pease would  
9 also bring a variety of other benefits to our region,  
10 including enhanced FEMA Region 1 response and  
11 increased cargo and aeromedical evacuation capacity.

12 We are very proud as the Greater Portsmouth  
13 Chamber to add our voice to those of Governor Maggie  
14 Hassan and all of the entire New Hampshire  
15 Congressional delegation in supporting the selection  
16 of Pease Air National Guard Base as the new home of  
17 the KC-46A. Thank you very much.

18 COLONEL MULDOON (Judge Advocate): Thank you,  
19 Mr. Bates.

20 Mr. Ron Snow.

21 MR. SNOW: Thank you. My name is Ron Snow, and  
22 I'm the director of marketing at the Brain Injury  
23 Association of New Hampshire. And one of my jobs

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1    there is I'm also the associate director of the  
2    Service Credit Union Boston/Portsmouth Air Show, and I  
3    just wanted to speak upon our very strong support of  
4    Pease getting the KC-46. As you know, the air show is  
5    a pretty complicated process, whereas, you might know,  
6    it's a very complicated process to put it together.  
7    Our last air show, we had over 60,000 people attend  
8    and without the National Guard support, there is no  
9    way we'd be able to ever make it happen. The air  
10   show -- the proceeds from the air show went to over 41  
11   local charities and -- and without them, there's  
12   just -- again, there's no way we'd be able to exist.

13           One story that I'd like to pass along about the  
14   character of the folks at Pease is on the Friday of  
15   the air show, we do a specialty show for the Make A  
16   Wish kids, and it gets a little hectic on that Friday  
17   morning, and we're supposed to have some folks come  
18   and do face painting for some of the kids. And I  
19   looked over and I saw two guardsmen standing by the  
20   fence at the flight line, and I went over to them and,  
21   I go, hey, could you guys come do camo paint for a  
22   bunch of these kids? And they're, like, absolutely.  
23   They came over, they spent three hours painting up

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1 these kids' faces. And kind of the funny story is,  
2 like, have you guys ever put camo paint on? And  
3 they're, like, no, we've never done that. So okay.  
4 But just do your best. And when I saw the faces of  
5 those kids, I knew that we were dealing with some very  
6 special people. And I certainly want to -- you know,  
7 from the air show side, we want to certainly thank you  
8 and wish you the continued support. Thank you.

9 COLONEL MULDOON (Judge Advocate): Thank you,  
10 Mr. Snow.

11 Ms. Karen Benedetti.

12 MS. BENEDETTI: Thank you. My name is Karen  
13 Benedetti. I'm the vice president of marketing at  
14 Service Credit Union. Tonight, I am reading comments  
15 from Gordon Simmons, president and CEO of Service  
16 Credit Union.

17 Good evening, all. I am sorry I could not be  
18 present for this very important community forum. I'm  
19 Gordon Simmons, the president and CEO of Service  
20 Credit Union and secretary/treasurer of the board of  
21 directors. I joined the Credit Union in 1974,  
22 managing operations in Germany, then relocated to  
23 Portsmouth, New Hampshire, in 1995 to serve as

1 president and CEO, my current position.

2 I have served as director and chairman of the  
3 Defense Credit Union Council, Chairman of the Armed  
4 Forces Financial Network, and have spent many years in  
5 direct contact with Air Force and Army command  
6 headquarters, military community leaders and  
7 commanders, as well as Department of Defense liaisons  
8 in Washington, D.C.

9 And I am a long-term resident of Portsmouth, New  
10 Hampshire. Thus, I am keenly aware of the role of the  
11 military in protecting our great nation as well as  
12 assimilating into the community at large.

13 Service Credit Union opened its doors on Pease  
14 Air Force Base in 1957. Today we continue to serve  
15 Pease, communities across New Hampshire, and military  
16 worldwide. I and my board of directors are keenly  
17 aware of the importance of a robust refueling  
18 capability so that the U.S. forces would not be  
19 limited in their ability to provide a global reach.  
20 The new KC-46 Tanker would add increased cargo and  
21 aeromedical evacuation capacities, providing potential  
22 life-saving capabilities in national and international  
23 disasters.

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1           The U.S. Air Force has identified Pease Air  
2   National Guard Base, home of the 157th Air National  
3   Guard of the New Hampshire Air National Guard -- sorry  
4   about that -- as a preferred alternative for the KC-46  
5   beddown based on an environmental analysis,  
6   operational analysis, site surveys, and military  
7   judgment factors. Pease is the ideal location to  
8   provide support to the nation given its proximity to  
9   critical refueling tracks for missions in the Middle  
10   East, Europe, and Africa. The location allows for  
11   missions to be shorter, saving time and money, thus  
12   resulting in outstanding value for the country.

13           We under -- we also understand that the beddown  
14   for the Pegasus needs to be sound, along a whole host  
15   of environmental impacts. As such, we have reviewed  
16   the requirements of the environmental impact analysis  
17   process which will drive the Air Force's final basing  
18   decision.

19           After a review of the Environmental Impact  
20   Statement, Service Credit is pleased to support the  
21   beddown of the KC-46 Aircraft to Pease Air National  
22   Guard based on no measurable negative impact to the  
23   community, including noise, air quality, safety, soil



1 and water, biological resources, cultural resources,  
2 land use infrastructure and transportation, and  
3 hazardous materials and waste. In fact, any new  
4 facilities and additions associated with this project  
5 will be implemented with more energy-efficient  
6 standards and utility systems than are currently in  
7 place.

8 Socioeconomically, there would be an uptick in  
9 economic activity associated with the construction  
10 activities at the 157th Air Refueling Wing  
11 installation, which would provide short-term economic  
12 benefits to the local economy.

13 The Pease Air National Guard Base is noted as  
14 providing approximately 135 million to the local  
15 economy. The Air National Guard expects the Pegasus  
16 coming to Pease will add an additional 45 million in  
17 construction and 7 million to annual payroll to  
18 workers within the region.

19 The KC-46 mission would add an additional 171  
20 military positions, a 12 percent increase to existing  
21 157 personnel. The community would welcome 233 family  
22 members and many purchasing homes in the surrounding  
23 communities.

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1           The Air National Guard Base -- the Pease Air  
2       National Guard Base is the most logical base for the  
3       beddown of Pegasus and will ensure that Pease remains  
4       a leader in our nation's defense for many years to  
5       come.

6           Thank you.

7           COLONEL MULDOON (Judge Advocate): Thank you,  
8       MS. BENEDETTI.

9           Mr. Bill Hopper.

10          MR. HOPPER: Thank you. My name is Bill Hopper.  
11       I'm the airport manager with the Pease Development  
12       Authority here in Portsmouth and Newington, and I just  
13       want to speak on behalf of the support of Pease  
14       Development Authority and our support of the KC-46  
15       Tanker program. The New Hampshire Air National Guard  
16       predates the PDA and has been a constant support and  
17       an extremely important presence in the Tradeport and  
18       seacoast communities. Many of the successes at the  
19       Portsmouth Air National Airport at Pease were largely  
20       possible because of the PDA and New Hampshire Air  
21       National Guard partnership.

22          The KC-135R has been one of the most reliable  
23       assets in the history of the U.S. military, and I look

1 forward to the continuation of the reliability and  
2 future generations with the KC-46A. Pease is proud to  
3 be an ideal location with the optimum facilities for  
4 the U.S. military's tanker mission, and we are proud  
5 to own and operate the airport that will host the  
6 first rollout of the Guard's KC-46As. Thank you.

7 COLONEL MULDOON (Judge Advocate): Thank you,  
8 Mr. Hopper.

9 Mr. John Frink.

10 MR. FRINK: Yes, I'm John Frink. I represent  
11 only myself, my bees, my vegetable garden, my animals.  
12 I have a very small farm that's very close to the  
13 north end of the runway, and I would like to comment  
14 on the environmental impact that Newington has had  
15 because of the installation.

16 I do respect and admire the Air National Guard.  
17 They are good neighbors, far better than what we had  
18 when we had Pease Air Force base. You only have to  
19 get a little bit close to the Newington side of the  
20 air base and you can see the pollution mediation  
21 measures that have been taken and you see the  
22 monitoring wells and things are not what they were.  
23 But that is neither here nor there.

1           I would like to relate a story just for my  
2           credibility here. I attended a town meeting in  
3           Newington when the town was being asked to purchase a  
4           conservation easement on property owned by Ghuruda  
5           Khalsa, which is adjacent to the north boundary of  
6           Pease. And there was a person, a resident in  
7           Newington who was a former Air National Guard member  
8           and who spoke up, and he said, you know, before the  
9           town really gets too involved in purchasing this  
10          easement, it would probably be a good idea to have an  
11          environmentalist come out and look at the property  
12          because when I was at the Air National Guard, we  
13          dumped a lot of fuel on that property. Now, I know  
14          it's a policy, although I have not personally called  
15          the Air National Guard, to deny jettisoning of fuel,  
16          however, I get up in the morning and certain  
17          atmospheric conditions, and there's a very strong  
18          smell of kerosene.

19          Now, I've heard that this is because of the  
20          warm-up process and prevailing winds. I've also heard  
21          that it's necessary to jettison fuel in order to land  
22          or take off or something. But it's distressing.

23          It's perhaps better that I would ask the

1 question rather than try to make a formal statement  
2 here, and the question would be, with the new tankers,  
3 which I'm sure are probably environmentally more  
4 friendly than the KC-135s, given that the 8 aircraft  
5 would be replaced by 12, would there be more of this  
6 jet fuel in the air over my house? I have honey bees  
7 that aren't doing well. That probably is the case  
8 almost everywhere. I have a vegetable garden, which  
9 is pretty much organic, and I think it's important to  
10 really consider the environment.

11 The City of Portsmouth and State of New  
12 Hampshire have always been very supportive of the  
13 military base there, but the people in Newington are  
14 the ones that really experience the downside. I have  
15 TCE in the water that runs through my property. I  
16 don't have to drink that water, but there are  
17 environmental impacts, and I just would like to be  
18 reassured that the amount of fuel in the air vapor is  
19 not going to increase due to the increased aircraft.

20 Thank you very much.

21 COLONEL MULDOON (Judge Advocate): Thank you,  
22 Mr. Frink. Dr. Melvin Prostkoff.

23 DR. PROSTKOFF: Thank you. My name is Dr.

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1 Prostkoff. I've been a physician here on the seacoast  
2 for 30 years now. And when I first came, I was the  
3 neurosurgeon consultant for the military hospital at  
4 Pease, and also, I got involved with the ESGR, the  
5 Employer Support Group for the Guard and Reserve, and  
6 I work with the members of the Air National Guard unit  
7 here. I'm very proud to be involved with, although  
8 I've never worked for the National Guard in New  
9 Hampshire, and I strongly believe and support the  
10 KC-46A coming here for beddown at Pease.

11 The -- since 1991, I've been working on the  
12 joint civilian military mass casualty incident drills,  
13 and we run them every three years in conjunction with  
14 the Pease Developmental Authority, mandated by the FAA  
15 and their civilian military involvement. There's been  
16 nothing but excellence in everything that I see and  
17 everything that I do with the Air National Guard.  
18 You've heard all the other speakers talk about  
19 environmental issues, strategic issues, the -- what  
20 KC-46A will do to help with the economy here, and  
21 everything else that's positive. But as a physician,  
22 I talk about the softer side. The other environmental  
23 issues. When I see a patient, I don't just operate on

1     an X-ray. I ask -- I do a physical exam, I ask  
2     questions, I get a social history, a family history,  
3     because that determines what you really are doing, why  
4     you're doing the operation. Similarly, I look at the  
5     whole environment, and this just has to be a fabulous  
6     place for the KC-46A to come in.

7             The involvement of the Air National Guard and  
8     the entire New Hampshire National Guard is integral in  
9     the community of New Hampshire and has been for  
10    hundreds of years. And they are strong leadership,  
11    and the leadership has always been very forthcoming  
12    and very, very forward-thinking. We have simulators,  
13    we have room for the building for the simulator, for  
14    the bigger simulator that's going to house the KC-46A  
15    simulator. So a lot of training will be taking place  
16    in the simulator and not in the air. Plus, the  
17    aircraft will not always be bedded down here. They  
18    will be overseas.

19            Their safety is fantastic. I'm a pilot. I fly  
20    out of a little airport called Little Brook five miles  
21    from here. Never been a problem. The people in our  
22    control tower here are Air National Guard members and  
23    civilian members with the Department of Defense with

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1 much more training for handling large military  
2 aircraft and civilian aircraft together than you get  
3 at a normal airport with just FAA control tower  
4 members.

5 The collaboration of civilian and military  
6 activities -- we've got great neighbors here. All our  
7 -- everybody who lives here has a neighbor who's a  
8 member of the National Guard, either the Air Guard or  
9 the New Hampshire Guard, and we're all here happy on  
10 the seacoast. What we feel is that it's really,  
11 really important, and as John Q. Citizen, I urge,  
12 support, the beddown of the KC-46A.

13 I'm going to send a formal letter to the Joint  
14 Base Andrews in support. I wanted to speak  
15 extemporaneously today. Thank you.

16 And one more thing. This book, "Granite Wings:  
17 History of the New Hampshire Air National Guard," came  
18 out in 1998 for the first 50 years. I think with  
19 everything that's taken place between 1998 and now,  
20 when we end up getting the KC-46A here, it'll be time  
21 for Volume II. Thank you.

22 COLONEL MULDOON (Judge Advocate): Thank you,  
23 Dr. Prostkoff. It's been an hour, so we're going to



1 take a break, 10-minute break. Coincidentally, that  
2 is all the speakers who have signed up. So if there  
3 is anyone who wanted to speak and hadn't signed up, if  
4 you could please check in at the registration desk and  
5 sign in, and we'll come back in 10 minutes to hear  
6 those additional speakers or to wrap up tonight's  
7 program.

8 (A short break was taken.)

9 COLONEL MULDOON (Judge Advocate): During the  
10 break -- excuse me, this hearing is reconvened.  
11 During the break, we did not get any additional  
12 requests to be heard in the public portion of this  
13 hearing, so that concludes all of our commentators.

14 This evening's goal was to provide you with open  
15 communication and accurate information to ensure your  
16 informed participation in the NEPA process. I hope  
17 that we have achieved that goal. Please feel free to  
18 visit the information booth and ask any additional  
19 questions that you may have regarding this proposed  
20 action. You have an opportunity, during the formal  
21 comment period, ending March 24, 2014, to provide  
22 written comments. Please stop by the registration  
23 booth to get any additional materials you may need.

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1           Thank you, and have a good evening.

2           (Hearing concluded at 7:16 p.m.)

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1                   C E R T I F I C A T E.

2           I, Michelle Perrier Cole, do hereby certify that the  
3   foregoing transcript is a true and accurate  
4   transcription of the within proceeding, to the best of  
5   my knowledge, skill, ability, and belief.

6           THE FOREGOING CERTIFICATION OF THIS TRANSCRIPT DOES  
7   NOT APPLY TO ANY REPRODUCTION OF THE SAME BY ANY MEANS  
8   UNLESS UNDER THE DIRECT CONTROL AND/OR DIRECTION OF  
9   THE CERTIFYING REPORTER.

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13                   Michelle Perrier Cole, LCR

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TRANSCRIPT OF PROCEEDINGS  
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AIR NATIONAL GUARD PUBLIC HEARING  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR THE SECOND MAIN OPERATING BASE BEDDOWN  
OF THE KC-46A TANKER AIRCRAFT

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TRANSCRIPT OF PROCEEDINGS  
held on Tuesday, February 25, 2014, at the Pittsburgh  
Airport Marriott, 777 Aten Road, Coraopolis,  
Pennsylvania 15108, commencing at 5:00 p.m.

\* \* \* \* \*

PANEL PRESENT:  
Colonel Mark Allred, Hearing Officer  
Colonel Edward Metzgar, Wing Commander  
Colonel Thomas Hess, Maintenance Commander  
Lt. Col. John Tower, Environmental Representative  
Major Karen Bogdan, Public Affairs  
Anne Rowe, Air National Guard

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TRANSCRIPT OF PROCEEDINGS

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P R O C E E D I N G S

(6:05 o'clock p.m.)

\* \* \* \* \*

MAJOR BOGDAN: Good evening, ladies and gentlemen, and welcome to the public hearing for the Draft Environmental Impact Statement for the Second Main Operating Base Beddown of the KC-46A Tanker Aircraft.

I am Major Karen Bogdan, with the 171st Air Refueling Wing's Public Affairs Office, located in Pittsburgh, Pennsylvania.

Please enjoy the refreshments provided. Restrooms are outside in the lobby, and smoking in the facility is prohibited.

Before starting the formal portion of tonight's hearing, I ask that cell phones be turned off or placed in the silent mode. During the proceedings, please do not interrupt the speakers, and please be respectful to those providing oral comments. We will do our best to give everyone an opportunity to speak in the time that we have.

Colonel Mark Allred, Judge Advocate, will now begin the formal portion of tonight's hearing.

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1 COLONEL ALLRED: Good evening, and thank  
2 you, Major Karen Bogdan. I am Judge Colonel  
3 Mark Allred and I am a Chief Trial Judge of the  
4 United States Air Force from Joint Base Andrews,  
5 Maryland.

6 I'd like to make clear from the outset that  
7 I'm here in my capacity as a federal judge,  
8 solely to act as a moderator in this hearing.

9 The United States Trial Judiciary is an  
10 independent organization. I do not work for, or  
11 with, anyone in this room. I am not a member of  
12 this command or assigned to this installation.  
13 I report directly to the Chief Trial Judge of  
14 the United States Air Force and to the Judge  
15 Advocate General of the Air Force. I have had  
16 no involvement with the preparation of this  
17 proposed action or the Environmental Impact  
18 Statement. I have not rendered legal advice or  
19 assistance with respect to this action. I'm  
20 here tonight to serve as an independent public  
21 hearing officer regarding the Draft  
22 Environmental Impact Statement. I am  
23 responsible for providing everyone an  
24 opportunity to comment tonight on the proposed  
25 action, alternatives, and associated

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1 environmental analysis. This public hearing  
2 provides you with the formal opportunity for  
3 comment. I do not make any recommendation or  
4 decision on whether the proposed project should  
5 be continued, modified, or abandoned or how the  
6 Environmental Impact Statement should be  
7 prepared. Therefore, during the public comment  
8 portion of this hearing, I urge you to direct  
9 your comments to the individuals on our panel.

10 The purpose of this public hearing is to  
11 provide you with an opportunity to comment on  
12 the findings of the Draft Environmental Impact  
13 Statement. More importantly, this hearing is a  
14 formal opportunity for you to get involved in  
15 the NEPA process. This hearing is scheduled to  
16 conclude at 8:00 p.m., but, if necessary, will  
17 continue until all comments have been received.  
18 This formal session may end before 8:00 p.m., if  
19 there are no more comments. However, the  
20 overall hearing, including materials to be  
21 viewed and discussion with team members  
22 individually, will continue until 8:00 p.m.,  
23 unless all interested parties have left the  
24 meeting.

25 If, following the presentation, any members

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## TRANSCRIPT OF PROCEEDINGS

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1 of the audience have questions regarding  
2 clarification of any points you may not have  
3 understood, you may fill out a question card,  
4 which can be found at the registration desk or  
5 on several tables scattered throughout the room,  
6 or you may raise your hand now and someone will  
7 bring a card to you.

8 Once you have filled out your question on  
9 the card, please raise your hand again and one  
10 of our staff will collect it from you. Only  
11 questions regarding clarification of the topics  
12 presented will be entertained. General comments  
13 on the action will not be read by our panel, but  
14 you may present your comment orally later in  
15 this hearing or submit it on one of our comment  
16 cards found throughout the room.

17 We will take a ten minute break to allow  
18 Colonel Metzgar, the 171st Air Refueling Wing  
19 staff, National Guard Bureau staff, and the  
20 environmental consultants to review any  
21 questions submitted and identify the best person  
22 to answer each.

23 After the break, we will answer any  
24 questions we have received on the question cards  
25 from the audience. Once questions have been

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1 answered, members of the audience who checked  
2 the box on their registration cards indicating  
3 their desire to provide oral comments will be  
4 asked to come forward.

5 Registration cards were available at the  
6 registration table as you came in. If you have  
7 not filled out a card or indicated your desire  
8 to speak and wish to do so, please raise your  
9 hand and a card will be provided to you now.

10 In addition, there are materials at the  
11 door describing the official Air National Guard  
12 proposal, the description of the proposed action  
13 and alternatives, and information on locations  
14 where you can review the draft Environmental  
15 Impact Statement after tonight.

16 To ensure that all interested citizens have  
17 an opportunity to speak, I will limit the  
18 comments to ten minutes per person. If time  
19 allows after everyone has an opportunity to  
20 provide their comments, you may have more time.  
21 You will only be allowed to comment when your  
22 name is called. Elected officials, individuals  
23 representing organizations will be called upon  
24 first.

25 A court reporter is recording this

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1 proceeding for the record. We will take a ten  
2 minute break every hour to allow the court  
3 reporter to take a break.

4 At this time, I would like to introduce and  
5 recognize one public official at this hearing,  
6 Kaitlin O'Connor from the office of  
7 Representative Tim Murphy.

8 Apparently, we also have Mr. Daniel Alwine  
9 from Senator Matt Smith's office.

10 As mentioned earlier, restrooms are located  
11 in the lobby outside this room, and refreshments  
12 can be found near the check-in desk.

13 Throughout this hearing, I ask that you  
14 keep in mind that this public hearing is not a  
15 debate, or any type of vote on the Draft  
16 Environmental Impact Statement, nor is it  
17 primarily designed as a question and answer  
18 session, although legitimate, clarifying  
19 questions may be asked.

20 At the conclusion of this hearing, you may  
21 discuss the findings of the Draft Environmental  
22 Impact Statement in greater detail with the  
23 staff members from the 171st Air Refueling Wing,  
24 National Guard Bureau, and the consultant's  
25 technical representatives.

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1           If you do not wish to provide oral  
2           comments, written comments will be accepted and  
3           will be given equal consideration. Even if you  
4           do make an oral statement, you are welcome to  
5           provide a written statement to reaffirm the  
6           comments you made and any additional comments  
7           you would like to make.

8           Written comments should be sent to the  
9           National Guard Bureau at the address printed on  
10          the comment form that you filled out, or on the  
11          website. The address is also provided on the  
12          comment sheets.

13          All relevant, substantive comments will be  
14          included in the administrative record and will  
15          be addressed in the Final Environmental Impact  
16          Statement. The formal comment period for the  
17          Draft Environmental Impact Statement ends on  
18          March 24, 2014. It is very important for you to  
19          realize that the Pennsylvania Air National  
20          Guard and the National Guard Bureau will be open  
21          and responsive to your comments and concerns  
22          throughout the NEPA process.

23          It is a requirement to inform you that  
24          under the Privacy Act of 1974, your name,  
25          address, and comments, if provided during this

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1 NEPA process, will be used to compile mailing  
2 lists for sending project reports, brochures and  
3 other information concerning the Environmental  
4 Impact Statement to those individuals and groups  
5 who might be interested; forwarded to federal,  
6 state, and local agencies and elected officials.

7 The addresses of private individuals  
8 submitting comments will not, repeat, will not,  
9 be published in documents released to the  
10 public.

11 Failure to provide the information  
12 requested would prevent delivery of documents  
13 and notification of further developments.  
14 However, documents are available on the project  
15 website, and in select libraries, with locations  
16 published in local newspapers.

17 Now, before we proceed with the  
18 presentation, if you have not reviewed a copy of  
19 the Draft Environmental Impact Statement, copies  
20 are available for you to review while in  
21 attendance at this hearing at each of the  
22 information booths. Further, you may pick up a  
23 CD with the document on it at the check-in desk.  
24 There is also a list of locations where the  
25 Environmental Impact Statement is provided for

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1 public review after this meeting in the  
2 informational handouts. If you did not receive  
3 other informational materials that were  
4 available at the entrance, please raise your  
5 hand and someone will provide them to you.

6 At this point, I will turn this over to  
7 Colonel Metzgar, the Commander for the 171st Air  
8 Refueling Wing.

9 COLONEL METZGAR: Thank you, Your Honor.

10 Good evening. My name is Colonel Edward  
11 Metzgar, and I am the Wing Commander for the  
12 Pennsylvania Air National Guard's 171st Air  
13 Refueling Wing at the Pittsburgh International  
14 Airport. On behalf of the Pennsylvania Air  
15 National Guard, I want to welcome all of you to  
16 this important public hearing regarding the  
17 Draft Environmental Impact Statement for the  
18 proposed beddown of the KC-46A tanker aircraft.  
19 It is our goal this evening to provide you with  
20 information about the proposed aircraft beddown  
21 and the National Environmental Policy Act,  
22 commonly referred to as NEPA, and to ensure your  
23 maximum participation and understanding of this  
24 process.

25 I would like to introduce you to

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1 individuals who are here this evening to assist  
2 in answering questions about the aircraft  
3 conversion and to facilitate your participation  
4 in commenting on the findings of the Draft  
5 Environmental Impact Statement.

6 You have already met Colonel Mark Allred,  
7 Judge Advocate, from Headquarters Air Force,  
8 Joint Base Andrews, Maryland. He will be  
9 presiding over this evening's hearing.

10 Next we have Lt. Col. John Tower, the 171st  
11 Air Refueling Wing's environmental manager, who  
12 will provide you with an overview of the  
13 proposed action and alternatives; and Anne Rowe,  
14 from the National Guard Bureau, who will be  
15 explaining some key considerations regarding the  
16 National Environmental Policy Act.

17 We also have a number of other individuals  
18 who have been involved in the development of the  
19 Environmental Impact Statement. They are from  
20 the Pennsylvania Air National Guard, the  
21 National Guard Bureau, and Cardno TEC, our  
22 environmental consultants. They will be  
23 available after the current formal session to  
24 answer questions and to help facilitate this  
25 process. You will find that any member in

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1 uniform or with an EIS name tag can either  
2 answer your questions or direct you to the right  
3 individual to answer your questions.

4 The greater Pittsburgh community is  
5 important to the 171st Air Refueling Wing, and  
6 community input is valuable to the environmental  
7 analyses, Pittsburgh International Airport is  
8 the current home of the 171st Air Refueling  
9 Wing. Many of our current, as well as retired,  
10 members live in the Pittsburgh area. We are  
11 part of this community.

12 Many of you have been consistently  
13 supportive of the military and of the 171st Air  
14 Refueling Wing. This community helped foster  
15 the development of the Pennsylvania Air National  
16 Guard as well as the 171st Air Refueling Wing  
17 over the years. This support is and has been  
18 deeply appreciated. Like you, our members live  
19 and work in this community and care deeply about  
20 its future. This is home to us all.

21 The proposed action is for the Air Force to  
22 replace a portion of the existing KC-135 aerial  
23 refueling fleet with the KC-46A, which will be a  
24 new aircraft to the Air Force's fleet. As such,  
25 the Air Force plans to identify locations for

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1 the beddown of a formal training unit, also  
2 known as FTU, and the First Main Operating Base,  
3 also known as MOB 1, which will both be led by  
4 active duty units. This has been the subject of  
5 a separate Environmental Impact Statement and is  
6 not a part of this discussion tonight. The Air  
7 Force will also beddown the KC-46A at a second  
8 Main Operating Base, also known as MOB 2, which  
9 will be led by an Air National Guard unit. This  
10 hearing is regarding the second Main Operating  
11 Base beddown only, as the FTU and MOB 1 beddown  
12 are the subject of a separate action.

13 The National Guard Bureau has prepared this  
14 Draft Environmental Impact Statement to analyze  
15 the potential impacts of the MOB 2 KC-46A  
16 beddown. The Draft Environmental Impact  
17 Statement analyzes potential environmental  
18 consequences that could result from the proposed  
19 beddown of 12 KC-46A aircraft at any of five  
20 alternative Air National Guard installations,  
21 including Forbes Air National Guard Station,  
22 Kansas; Joint Base McGuire-Dix-Lakehurst, New  
23 Jersey; Pease Air National Guard Station, New  
24 Hampshire; Pittsburgh Air National Guard  
25 Station, Pennsylvania; and Rickenbacker Air

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1 National Guard Station, Ohio.

2 The no-action alternative is required by  
3 the National Environmental Policy Act, and was  
4 evaluated also to provide a baseline for  
5 decision makers. The no action alternative  
6 evaluates the environmental consequences of not  
7 basing the KC-46A aircraft at any installation.  
8 Under the No Action alternative, no installation  
9 would be selected to host the KC-46A for the  
10 second Main Operating Base.

11 In 2013, the Secretary of the Air Force  
12 announced Pease Air National Guard Station as  
13 the preferred alternative for the KC-46A second  
14 Main Operating Base. The United States Air  
15 Force selected Pease Air National Guard Station  
16 based on an operational analysis, results of  
17 site surveys, and military judgment factors. We  
18 would like to emphasize that although the  
19 preferred alternative for the beddown has been  
20 announced, no final decision has been made on  
21 the basing of the KC-46A aircraft currently  
22 under analysis in this draft EIS. Until a final  
23 decision is made by the Secretary of the Air  
24 Force, all alternatives are still under  
25 consideration and are treated equally.

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1 As shown on the poster boards, as a result  
2 of the proposed action, there would be a change  
3 to the type of aircraft based at the selected  
4 installation; a change to the mix of aircraft  
5 using the associated airspace; changes to  
6 staffing and manpower at the selected location;  
7 changes to the number of airfield operations; as  
8 well as minor required construction, building  
9 renovation and facility demolition. There would  
10 be no new or modified airspace required to  
11 support this action. The proposed aircraft  
12 beddown is estimated to begin in late 2017 or  
13 2018 for the National Guard Bureau.

14 If Pittsburgh Air National Guard Station is  
15 selected for the MOB 2 KC-46A beddown, 17 KC-135  
16 aircraft would be replaced by 12 KC-46A  
17 aircraft, personnel would increase by 59  
18 individuals, total airfield operations would  
19 increase by 2 percent and the acreage off  
20 airport-controlled property within the 65  
21 decibel day high average sound level noise  
22 contour would increase by 23 acres.

23 If Pittsburgh is not chosen for the beddown  
24 of the KC-46A tanker aircraft, the existing  
25 KC-235 will remain at the base for the

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1 foreseeable future.

2 Again, I want to thank you for your  
3 attendance and your interest this evening.  
4 Please let me know if I can be of further  
5 assistance, either during or after tonight's  
6 formal proceedings conclude.

7 With that, I will turn over the hearing to  
8 Lt. Col. John Tower, Environmental Manager for  
9 the 171st Air Refueling Wing.

10 LT. COL. TOWER: Thank you, Colonel  
11 Metzgar. Good evening, ladies and gentlemen,  
12 and welcome to the public hearing for the Draft  
13 Environmental Impact Statement. As the Commander  
14 indicated, I am Lt. Col. John Tower, and I serve  
15 as the environmental manager for the 171st Air  
16 Refueling Wing. As a member of the Air  
17 Refueling Wing and of the local community, I am  
18 very interested in what happens here as well.  
19 This is an important occasion in which to  
20 discuss this topic and I appreciate your  
21 interest, your participation and your comments.

22 The Draft Environmental Impact Statement  
23 evaluates impacts to eleven resources by the  
24 proposed action to include noise, air quality,  
25 safety, biological resources, and cultural

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1 resources. Other resources evaluated can be  
2 reviewed in the Draft Environmental Impact  
3 Statement. As a result of the draft  
4 environmental analysis, we do not expect the  
5 proposed action to have any significant impacts  
6 to any resources.

7 I will speak briefly to most of the  
8 resources I just mentioned. However, more  
9 indepth information is provided in the Draft EIS  
10 document for all eleven resources.

11 The noise poster board shows baseline noise  
12 contours from existing KC-135 aircraft  
13 operations and proposed noise contours from  
14 KC-46A aircraft operations at Pittsburgh. The  
15 analysis was based on 8,040 allocated flying  
16 hours for each unit, which is a conservative  
17 estimate, meaning that flying hours would most  
18 certainly be below that number for each  
19 alternative.

20 As you can see, the noise contours would  
21 reduce slightly by 23 acres off  
22 airport-controlled property. Pittsburgh Air  
23 National Guard Station is located in an area of  
24 non-attainment for some criteria  
25 pollutants, including particulate matter and

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1 ozone. Projected emissions from the proposed  
2 action would not be expected to exceed  
3 established air quality standards. Any increase  
4 in air emissions would be below the established  
5 thresholds for our area and would not be  
6 significant.

7 Under this alternative, minor construction  
8 and renovation of facilities would be required,  
9 resulting in approximately 4.3 acres of  
10 temporary soil disturbance and 2 acres of new  
11 impervious surface. There would be no impacts  
12 to wetlands, floodplains, federally listed  
13 species, or cultural resources. In addition,  
14 the Air National Guard has initiated government  
15 to government coordination with all federally  
16 recognized tribes affiliated with the area. To  
17 date, from the responses we have received, no  
18 tribe has indicated that any traditional  
19 resources occur in the project area.

20 We look forward to input provided from the  
21 public and affected communities as we proceed  
22 through the NEPA process. Once the requirements  
23 of NEPA are complete, the Air Force will make  
24 its final basing decision.

25 Thank you for your attention, and I will

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1 now turn the presentation over to Ms. Anne Rowe,  
2 the National Guard Bureau Project Manager for  
3 the Environmental Impact Statement to discuss  
4 the NEPA process.

5 MS. ROWE: I will briefly summarize the  
6 NEPA Process.

7 The National Environmental Policy Act,  
8 commonly referred to as NEPA, aids federal  
9 agency decision makers in determining the future  
10 course of federal actions. It is the objective  
11 of NEPA to ensure that decision makers have  
12 environmental information and public input to  
13 facilitate informed decisions.

14 The goal of preparing the Environmental  
15 Impact Statement is to support sound decisions  
16 through the assessment of potential  
17 environmental impacts, as well as involving the  
18 public in the process. The result of this  
19 analysis and other relevant factors will be  
20 considered before a decision is made by the Air  
21 Force on this proposal.

22 The Draft Environmental Impact Statement,  
23 or Draft EIS, which was made available for your  
24 viewing at a number of public locations  
25 beginning on February 7, 2014, presents the

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1 findings and analysis of the proposed action and  
2 alternatives on environmental criteria set forth  
3 by NEPA. Tonight's public hearing is the second  
4 of two public comment forums that provide the  
5 public an opportunity to comment on the scope  
6 and content of the Environmental Impact  
7 Statement. The first forum, called a scoping  
8 meeting, was held at the Town of Moon Municipal  
9 building and at the other alternative locations  
10 in June 2013.

11 Comments have also been solicited from  
12 local, state and federal agencies that have  
13 jurisdiction over particular resources, such as  
14 air and water quality. That process began with  
15 the release of the Notice of Intent to prepare  
16 an Environmental Impact Statement on May 17,  
17 2013, and continues today with public and agency  
18 review of the Draft Environmental Impact  
19 Statement.

20 This hearing gives the potentially affected  
21 communities an opportunity to comment on the  
22 analyses that have been presented in the Draft  
23 Environmental Impact Statement.

24 The formal public comment period ends on  
25 March 24, 2014. Following this period, oral and

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1 written comments received from both the public  
2 and government agencies will be reviewed by the  
3 Air Force and the National Guard Bureau. We  
4 will continue to accept comments throughout the  
5 NEPA Process. However, it is more difficult to  
6 give your comments the consideration they  
7 deserve as the process winds down close to the  
8 release of the Final Environmental Impact  
9 Statement, or Final EIS.

10 After all comments on the Draft  
11 Environmental Impact Statement have been  
12 addressed, substantive comments will be reviewed  
13 and responded to in the final EIS. The Final  
14 Environmental Impact Statement will be released  
15 to the public for a 30-day period before a  
16 record of decision is signed by the Secretary of  
17 the Air Force or their designee. The Record of  
18 Decision is scheduled to be signed in June 2014.

19 This conduces the explanation of both the  
20 KC-46A beddown proposal, as well as the NEPA  
21 Process. I now return the program back to our  
22 hearing officer.

23 Thank you.

24 COLONEL ALLRED: Normally at this time in  
25 such a proceeding we take a brief recess, 10 to

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1 15 minutes, to gather comment cards from anyone  
2 that might wish to ask questions or make  
3 comments. Because of the few numbers we have  
4 this evening, I am not sure whether a formal  
5 break is necessary.

6 Do we have anyone who has provided a  
7 comment card?

8 (No response.)

9 COLONEL ALLRED: We have one person who  
10 would like to provide comments. At this point,  
11 we will proceed and let anyone speak that would  
12 like to.

13 Mr. Alwine, would you like to come up to  
14 make a comment.

15 MR. ALWINE: Thank you very much. Ann, it  
16 is very nice to meet you in person. I see your  
17 name on correspondence.

18 I wanted to make a comment, because I've  
19 seen no one else was going to, and Colonel  
20 Metzgar touched upon a couple of things,  
21 community involvement, the concern that the  
22 Pittsburgh area and people who live here have  
23 families, people who serve in the military, and  
24 for our region to continue to receive the 171st  
25 and other installations is to grow.

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1 My comment isn't addressing the  
2 environmental impact. The small attendance  
3 numbers you see here should be proof that the  
4 region supports the 171st, the expansion, and we  
5 want to see the 171st get the new tankers and  
6 continue serving and doing the fantastic job  
7 they do.

8 That is my comment. Thank you very much.

9 COLONEL ALLRED: Thank you, sir.

10 I want to make sure everyone has an  
11 opportunity to provide comments or questions.  
12 Is there any other question or comment from  
13 anyone this evening?

14 (No response.)

15 COLONEL ALLRED: Apparently not.

16 I would like to give the National Guard  
17 Bureau an opportunity to address any questions  
18 that might have come up at all. I think I have  
19 in front of us all of the questions that have  
20 been raised.

21 Any other questions that have been fielded?  
22 I want to make sure I am not missing anything.

23 If you still should have any questions that  
24 arise after we have closed the proceeding,  
25 please feel free to visit these information

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1 booths and ask questions that you ay have  
2 regarding the proposed action.

3 Now that all questions appear to be  
4 answered, I would -- just one moment. I'm  
5 moving along in our program, as we seem to have  
6 covered much of it already.

7 Mr. Alwine, you made comments here. Please  
8 be advised that you and anyone else in this  
9 session can be followed up with written  
10 comments, any matters that you would like to  
11 submit in writing. Understand that equal weight  
12 is given to both oral and written comments and  
13 will become part of the official record and be  
14 included in the final environmental impact  
15 statement.

16 This evening's goal was to provide you with  
17 open communication and accurate information to  
18 ensure your informed participation in the NEPA  
19 Process. I hope that we have achieved that  
20 goal. Please feel free to visit the information  
21 booths and ask any additional questions that you  
22 may have regarding this proposed action. You  
23 have an opportunity during the formal comment  
24 period ending March 24, 2014, to provide written  
25 comments. Please stop by the registration booth

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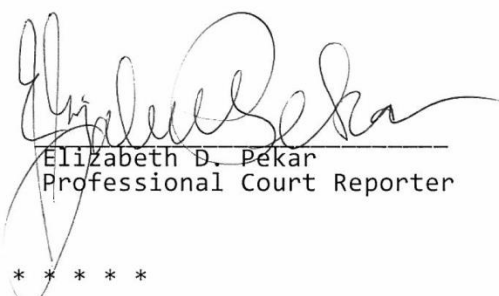
1 to get any additional materials that you ay  
2 need.

3 Thank you and have a good evening.

4 (Whereupon, at 6:25 p.m., the hearing was  
5 concluded.)

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3	<u>C E R T I F I C A T E</u>	
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5	* * * * *	
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8	I hereby certify that the foregoing is a	
9	true and correct transcript of the hearing held	
10	in the above-captioned matter, to the best of my	
11	ability.	
12		
13	Elizabeth D. Pekar	
14	Professional Court Reporter	
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DRAFT EIS HEARING PROCEEDINGS

\* \* \*

DATE OF HEARING: Thursday, February 27, 2014  
6:02 o'clock p.m.

PLACE OF HEARING: 2241 John Circle Drive  
Columbus, Ohio 43217

HEARING OFFICER: Colonel Mark Allred

\* \* \*

1           CAPTAIN ERICA WONN: Good evening, ladies  
2   and gentlemen, and welcome to the public hearing  
3   for the Draft Environmental Impact Statement for  
4   the Second Main Operating Base Beddown of the  
5   KC-46A Tanker Aircraft. I'm Captain Erica Wonn  
6   with the 121st Air Refueling Wing's Public Affairs  
7   Office located here in Columbus, Ohio.

8           Please enjoy the refreshments provided.  
9   Restrooms are outside in the lobby, and smoking in  
10  the facility is prohibited.

11          Before starting the formal portion of  
12  tonight's hearing, I ask that cell phones be turned  
13  off or placed in the silent mode. During the  
14  proceedings, please do not interrupt the speakers  
15  and please be respectful to those providing oral  
16  comments. We will do our best to give everyone an  
17  opportunity to speak in the time we have.

18          Colonel Mark Allred, Judge Advocate, will  
19  now begin the formal portion of tonight's hearing.

20          COLONEL MARK ALLRED: Good evening, and  
21  thank you Captain Wonn. I am Judge Colonel Mark  
22  Allred. I'm the chief trial judge of the United  
23  States Air Force from Joint Base Andrews, Maryland.  
24  I'd like to make clear from the outset that I'm  
25  here in my capacity as a federal judge solely to

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1 act as a moderator in this hearing. The United  
2 States Trial Judiciary is an independent  
3 organization. I do not work for, or with, anyone  
4 in this room. I am not a member of this command or  
5 assigned to this installation. I report directly  
6 to the Judge Advocate General of the Air Force.  
7 I've had no involvement with the preparation of  
8 this proposed action or the Environmental Impact  
9 Statement. I have not rendered legal advice or  
10 assistance with respect to this action. I'm here  
11 tonight to serve as an independent public hearing  
12 officer regarding the Draft Environmental Impact  
13 Statement. I am responsible for providing everyone  
14 an opportunity to comment tonight on the proposed  
15 action, alternatives, and associated environmental  
16 analysis. This public hearing provides you with  
17 the formal opportunity for comment. I do not make  
18 any recommendation or decision on whether the  
19 proposed project should be continued, modified, or  
20 abandoned or how the Environmental Impact Statement  
21 should be prepared. Therefore, during the public  
22 comment portion of this hearing I urge you to  
23 direct your comments to the individuals on our  
24 panel.

25 The purpose of this public hearing is to

1 provide you with an opportunity to comment on the  
2 findings of the Draft Environmental Impact  
3 Statement. More importantly, this hearing is a  
4 formal opportunity for you to get involved in the  
5 NEPA Process. This hearing is scheduled to conclude  
6 at 8:00 p.m., but if necessary, it will continue  
7 until all comments have been received. This formal  
8 session may end before 8:00 p.m., if there are no  
9 more comments. However, the overall hearing,  
10 including materials to be viewed and discussion with  
11 team members individually, will continue until  
12 8:00 p.m., unless all interested parties left the  
13 meeting.

14           If following the presentation any members  
15 of the audience have questions regarding  
16 clarification of any points you may not have  
17 understood, you may fill out a question card, which  
18 can be found at the registration desk or on several  
19 tables scattered throughout the room, or you may  
20 raise your hand now and someone will bring a card to  
21 you. Once you have filled out your question on the  
22 card, please raise your hand again and one of our  
23 staff will collect it from you. Only questions  
24 regarding clarification of the topics presented will  
25 be entertained. General comments on the action will

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1 not be read by our panel, but you may present your  
2 comment orally later in this hearing or submit it on  
3 one of the comment cards found throughout the room.

4 Later we will take a break to allow  
5 Colonel Jones, the 121st Air Refueling Wing staff,  
6 National Guard Bureau staff and environmental  
7 consultants to review any questions submitted and  
8 identify the best person to answer each.

9 After the break, we will answer any  
10 questions that we have received on the question  
11 cards from the audience. Once the questions have  
12 been answered, members of the audience who checked  
13 the box on their registration cards indicating their  
14 desire to provide oral comments will be asked to  
15 come forward.

16 Registration cards were available at the  
17 registration table as you came in. If you have not  
18 filled out a card or indicated your desire to speak  
19 and wish to do so, please raise your hand and a card  
20 will be provided to you now.

21 In addition, there are materials at the  
22 door describing the office Air National Guard  
23 proposal, the description of the proposed action and  
24 alternatives, and information on locations where you  
25 can review the Draft Environmental Impact Statement



1 after tonight, if you have not already done so.

2 To ensure that all interested citizens  
3 have an opportunity to speak, I will limit the  
4 comments to ten minutes per person. If time allows  
5 after everyone has had an opportunity to provide  
6 their comments, you may have more time. You will  
7 only be allowed to comment when your name is called.  
8 Elected officials and individuals representing  
9 organizations will be called upon first.

10 A court reporter is recording this  
11 proceeding for the record. We will take a  
12 ten-minute break every hour to allow the court  
13 reporter to take a break.

14 At this time I would like to introduce and  
15 recognize a few public officials that are present at  
16 the hearing. First of all, Brigadier General Mark  
17 Stevens who is the director of the Joint Staff at  
18 the Ohio National Guard. Welcome, sir. And also we  
19 would like to recognize Ms. Susan Cox. She is from  
20 the office of U.S. Senator, Rob Portman, a  
21 representative from his office.

22 As I mentioned, there are restrooms  
23 located nearby. There are some just to the rear of  
24 us here and refreshments can be found over in this  
25 area.

1           Throughout this hearing, I ask that you  
2     keep in mind that this public hearing is not a  
3     debate, or any type of vote on the Draft  
4     Environmental Impact Statement, nor is it primarily  
5     designed as a question-and-answer session, although  
6     legitimate, clarifying questions may be asked. At  
7     the conclusion of this hearing you may discuss the  
8     findings of the Draft Environmental Impact Statement  
9     in greater detail with the staff members of the  
10    121st Air Refueling Wing, National Guard Bureau, and  
11    the consultant's technical representatives.

12           If you do not wish to provide oral  
13    comments, written comments will be accepted and  
14    given equal consideration. Even if you do make an  
15    oral statement, you are welcome to provide a written  
16    statement to reaffirm the comments you made and to  
17    make any additional comments you would like.

18           Written comments should be sent to the  
19    National Guard Bureau at the address printed on the  
20    comment form that you filled out, or on the website.  
21    The address is also provided on the comment sheets.

22           All relevant, substantive comments will be  
23    included in the administrative record and will be  
24    addressed in the Final Environmental Impact  
25    Statement. The formal comment period for the Draft

1 Environmental Impact Statement ends on March 24,  
2 2014. It is very important for you to realize that  
3 the Ohio Air National Guard and the National Guard  
4 Bureau will be open and responsive to your comments  
5 and concerns throughout the NEPA Process.

6 It is a requirement to inform you that  
7 under the Privacy Act of 1974, your name, address,  
8 and comments, if provided during the NEPA Process,  
9 will be A: Used to compile mailing lists for  
10 sending project reports, brochures, and other  
11 information concerning the Environmental Impact  
12 Statement to those individuals and groups who might  
13 be interested. B: Forwarded to federal, state, and  
14 local agencies, and elected officials. C: The  
15 addresses of private individuals submitting comments  
16 will not, repeat will not, be published in documents  
17 released to the public.

18 Failure to provide the information  
19 requested would prevent delivery of documents and  
20 notification of further developments. However,  
21 documents are available on the project website and  
22 in select libraries, with locations published in  
23 local newspapers.

24 Now, before we proceed with the  
25 presentation, if you have not reviewed a copy of the

9

1 Draft Environmental Impact Statement, copies are  
2 available for you to review while in attendance at  
3 this hearing at each of the information booths.  
4 Further, you may pick up a CD with the document on  
5 it at the check-in desk. There is also a list of  
6 locations where the Environmental Impact Statement  
7 is provided for public review after this meeting in  
8 the informational handouts. If you did not receive  
9 other informational materials that were available at  
10 the entrance, please raise your hand and someone  
11 will provide them to you.

12 At this point, I will turn this over to  
13 Colonel Jones, the Commander for the 121st Air  
14 Refueling Wing.

15 COLONEL JONES: Thank you, your honor.  
16 Good evening, my name is Colonel James Jones, and I  
17 am the Wing Commander for the Ohio Air National  
18 Guard's 121 Air Refueling Wing at the Rickenbacker  
19 International Airport. On behalf of the Ohio Air  
20 National Guard, I want to welcome all of you to  
21 this important public hearing regarding the Draft  
22 Environmental Impact Statement for the proposed  
23 beddown of the KC-46A tanker aircraft. It is our  
24 goal this evening to provide you with information  
25 about the proposed aircraft beddown and the

1 National Environmental Policy Act, commonly  
2 referred to as NEPA, and to ensure your maximum  
3 participation and understanding of this process.

4 I would like to introduce you to  
5 individuals who are here this evening to assist in  
6 answering questions about the aircraft conversion  
7 and to facilitate your participation in commenting  
8 on the findings of the Draft Environmental Impact  
9 Statement.

10 You have already met Colonel Mark Allred,  
11 Judge Advocate, from Headquarters Air Force, Joint  
12 Base Andrews, Maryland. He will be presiding over  
13 this evening's hearing. Next, we have Mr. Roger  
14 Jones, the 121st Air Refueling Wing's Environmental  
15 Manager who will provide you with an overview of the  
16 proposed action and alternatives; and Anne Rowe,  
17 from the National Guard Bureau, who will be  
18 explaining some key considerations regarding the  
19 National Environmental Policy Act.

20 We also have a number of other individuals  
21 who have been involved in the development of the  
22 Environmental Impact Statement. They are from the  
23 Ohio Air National Guard, the National Guard Bureau,  
24 and Cardno TEC, our environmental consultants. They  
25 will be available after the current formal session

11

1 to answer questions and to help facilitate this  
2 process. You will find that any member in uniform  
3 or with an EIS name tag can either answer your  
4 questions or direct you to the right individual to  
5 answer your questions.

6 The greater Columbus community is  
7 important to the 121st Air Refueling Wing, and  
8 community input is valuable to the environmental  
9 analysis. Rickenbacker International Airport is the  
10 current home of the 121st Air Refueling Wing. Many  
11 of our current, as well as retired, members live in  
12 the Columbus area. We are a part of this community.

13 Many of you have been consistently  
14 supportive of the military and of the 121st Air  
15 Refueling Wing. This community helped foster the  
16 development of the Ohio Air National Guard, as well  
17 as the 121st Air Refueling Wing over the years.  
18 This support is and has been deeply appreciated.  
19 Like you, our members live and work in this  
20 community and care deeply about its future. This is  
21 home to us all.

22 The proposed action is for the Air Force  
23 to replace a portion of the existing KC-135 aerial  
24 refueling fleet with KC-46A, which will be a new  
25 aircraft to the Air Force's fleet. As such, the Air

1 Force plans to identify locations for the beddown of  
2 a formal training unit, also known as FTU, and the  
3 First Main Operating Base, also known as MOB 1,  
4 which will be led by active duty units. This has  
5 been the subject of a separate Environmental Impact  
6 Statement and is not a part of this discussion  
7 tonight. The Air Force will also beddown the KC-46A  
8 at a Second Main Operating Base, also known as MOB  
9 2, which will be led by an Air National Guard unit.  
10 This hearing is regarding the Second Main Operating  
11 Base beddown only, as the FTU and MOB 1 beddown are  
12 the subject of a separate action.

13 The National Guard Bureau has prepared  
14 this Draft Environmental Impact Statement to analyze  
15 the potential impacts of the MOB 2 KC-46A beddown.  
16 The Draft Environmental Impact Statement analyzes  
17 potential environmental consequences that could  
18 result from the proposed beddown of 12 KC-46A  
19 aircraft at any five alternative Air National Guard  
20 installations, including Forbes Air National Guard  
21 Station, Kansas; Joint Base McGuire-Dix-Lakehurst,  
22 New Jersey; Pease Air National Guard Station, New  
23 Hampshire; Pittsburgh Air National Guard Station,  
24 Pennsylvania; and Rickenbacker Air National Guard  
25 Station, Ohio.

1           The no-action alternative is required by  
2     the National Environmental Policy Act, and was  
3     evaluated also to provide a baseline for  
4     decision-makers. The no-action alternative  
5     evaluates the environmental consequences of not  
6     basing the KC-46A aircraft at any installation.  
7     Under the no-action alternative, no installation  
8     selected would be selected to host the KC-46A for  
9     the Second Main Operating Base.

10           In 2013, the Secretary of the Air Force  
11     announced Pease Air National Guard Station as the  
12     preferred alternative for the KC-46A Second Main  
13     Operating Base. The United States Air Force  
14     selected Pease Air National Guard Station based on  
15     an operational analysis, results of site surveys,  
16     and military judgment factors. We would like to  
17     emphasize that although the preferred alternative  
18     for the beddown has been announced, no final  
19     decision has been made on the basing of the KC-46A  
20     aircraft currently under analysis in this draft EIS.  
21     Until a final decision is made by the Secretary of  
22     the Air Force, all alternatives are still under  
23     consideration and are treated equally.

24           As shown on the poster boards, as a result  
25     of the Proposed Action, there would be a change to



1 the type of aircraft based at the selected  
2 installation; a change in the mix of aircraft using  
3 the associated airspace; changes to staffing and  
4 manpower at the selected location; changes to the  
5 number of airfield operations; as well as minor  
6 required construction, building renovation, and  
7 facility demolition. There would be no new or  
8 modified airspace required to support this action.  
9 The proposed aircraft beddown is estimated to begin  
10 in late 2017 or 2018 for the National Guard Bureau.

11 If Rickenbacker Air National Guard Station  
12 is selected for the MOB 2 KC-46A beddown, all KC-135  
13 aircraft at Rickenbacker Air National Guard Station  
14 will be replaced by 12 KC-46A aircraft, personnel  
15 would increase by 197 individuals, total airfield  
16 operations would increase by 1 percent, and the  
17 acreage off airport-controlled property within the  
18 65 decibel Day-Night Average Sound Level noise  
19 contour would decrease by 72 acres.

20 If Rickenbacker is not chosen for the  
21 beddown of the KC-46A tanker aircraft, the existing  
22 KC-135 will remain at the base for the foreseeable  
23 future.

24 Again, I want to thank you for your  
25 attendance and your interest in this evening.

15

1 Please let me know if I can be of further  
2 assistance, either during or after tonight's formal  
3 proceedings conclude. With that, I will turn over  
4 the hearing to Mr. Roger Jones, Environmental  
5 Manager for the 121st Air Refueling Wing.

6 MR. JONES: Thank you, Colonel Jones.  
7 Good evening ladies and gentlemen and welcome to  
8 the public hearing for the Draft Environmental  
9 Impact Statement. As the Commander indicated, I am  
10 Roger Jones, and I serve as the environmental  
11 manager for the 121st Air Refueling Wing. As a  
12 member of the Air Refueling Wing and of the local  
13 community I am very interested in what happens here  
14 as well. This is an important occasion in which to  
15 discuss this topic and I appreciate your interest,  
16 your participation, and your comments.

17 The Draft Environmental Impact Statement  
18 evaluates impacts to eleven resources by the  
19 proposed action to include Noise, Air Quality,  
20 Safety, Biological Resources, and Cultural  
21 Resources. Other resources evaluated can be  
22 reviewed in the Draft Environmental Impact  
23 Statement. As a result of the draft environmental  
24 analysis, we do not expect the proposed action to  
25 have any significant impacts to any resources.

1           I will speak briefly to most of the  
2   resources I just mentioned; however, more in-depth  
3   information is provided in the Draft EIS document  
4   for all eleven resources.

5           The noise poster board shows baseline  
6   noise contours from existing KC-135 aircraft  
7   operations and proposed noise contours from KC-46A  
8   aircraft operations at Rickenbacker. The analysis  
9   was based on 8,040 allocated flying hours for each  
10   unit, which is a conservative estimate, meaning that  
11   flying hours would most certainly be below that  
12   number for each alternative.

13           As you can see the noise contours would be  
14   slightly reduced by 72 acres off air-controlled  
15   property. The Rickenbacker Air National Guard  
16   Station is located in an area of non-attainment for  
17   particulate matter and ozone. Projected emissions  
18   from the proposed action would not be expected to  
19   exceed established air quality standards. Any  
20   increase in air emissions would be below the  
21   established thresholds for our area and would not be  
22   significant.

23           Under this alternative minor construction  
24   and renovation of facilities would be required  
25   resulting in approximately 8.5 acres of temporary

17

1 soil disturbance and 0.3 acres of new impervious  
2 surface. There would be no impacts to wetlands,  
3 floodplains, or federally listed species. In  
4 addition, the Air National Guard initiated  
5 government-to-government coordination with all  
6 federally recognized tribes affiliated with the  
7 area. To date, from the responses we have received,  
8 no tribe has indicated that any traditional  
9 resources occur in the project area.

10 We look forward to input provided from the  
11 public and affected communities as we proceed  
12 through the NEPA Process. Once the requirements of  
13 NEPA are complete, the Air Force will make its final  
14 basing decision. Thank you for your attention, and  
15 I will now turn over the presentation to Ms. Anne  
16 Rowe, the National Guard Bureau Project Manager for  
17 the Environmental Impact Statement to discuss the  
18 NEPA Process.

19 MS. ROWE: Thank you, Roger. I will  
20 briefly summarize the NEPA Process. The National  
21 Environmental Policy Act, commonly referred to as  
22 NEPA, aids federal agency decision-makers in  
23 determining the future course of federal actions.  
24 It is the objective of NEPA to ensure that  
25 decision-makers have environmental information and

1 public input to facilitate informed decisions.

2           The goal of preparing the Environmental  
3 Impact Statement is to support sound decisions  
4 through the assessment of potential environmental  
5 impacts, as well as involving the public in the  
6 process. The result of this analysis and other  
7 relevant factors will be considered before a  
8 decision is made by the Air Force on this proposal.

9           The Draft Environmental Statement or Draft  
10 EIS, which was made available for your viewing at a  
11 number of public locations beginning on February 7,  
12 2014, presents the findings and analysis of the  
13 proposed action and alternatives on environmental  
14 criteria set forth by NEPA. Tonight's public  
15 hearing is the second of two public comment forums  
16 that provide the public an opportunity to comment on  
17 the scope and content of the Environmental Impact  
18 Statement. The first forum, called a scoping  
19 meeting, was held here and at the other alternative  
20 locations in June of 2013.

21           Comments have also been solicited from  
22 local, state, and Federal agencies that have  
23 jurisdiction over particular resources, such as air  
24 and water quality. That process began with the  
25 release of the Notice of Intent to prepare an

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1 Environmental Impact Statement on May 17, 2013, and  
2 continues today with public and agency review of the  
3 Draft Environmental Impact Statement.

4 This hearing gives the potentially  
5 affected communities an opportunity to comment on  
6 the analysis that have been presented in the Draft  
7 Environmental Impact Statement.

8 The formal public comment period ends on  
9 March 24, 2014. Following this period, oral and  
10 written comments received from both the public and  
11 government agencies will be reviewed by the Air  
12 Force and the National Guard Bureau. We will  
13 continue to accept comments throughout the NEPA  
14 Process. However, it is more difficult to give your  
15 comments the consideration they deserve as the  
16 process winds down closer to the release of the  
17 Final Environmental Impact Statement or Final EIS.

18 After all comments on the Draft  
19 Environmental Impact Statement have been addressed,  
20 substantive comments will be reviewed and responded  
21 to in the Final EIS. The Final Environmental Impact  
22 Statement will be released to the public for a  
23 30-day period before a record of decision is signed  
24 by the Secretary of the Air Force or their designee.  
25 The Record of Decision is scheduled to be signed in

1 June of 2014.

2 This concludes the explanation of both the  
3 KC-46A beddown proposal, as well as the NEPA  
4 Process. I now return the program back to our  
5 hearing officer. Thank you.

6 COLONEL MARK ALLRED: Thank you, Anne.  
7 The next phase of our hearing involves one, the  
8 answering of questions from the audience and two,  
9 the opportunity for members of the audience to make  
10 comments. Normally at this point when we have a  
11 number of questions that have been filled out we  
12 take a break to give our panel a chance to look at  
13 those questions and decide who can best handle  
14 those questions. At this point I have not received  
15 any cards of any questions from anyone in the  
16 audience.

17 Is there anyone who wishes to fill out a  
18 question card and does anyone have a question for  
19 our panel? I want to make sure that everyone has an  
20 opportunity to do that. We won't drag that  
21 particular phase out as longer than is necessary.

22 The next phase is to give anyone who would  
23 like to do so the opportunity to make a public  
24 comment. I do have one card from Mr. Michael  
25 Hartley from the Columbus Chamber. Please,

21

1 Mr. Hartley, take your place here and speak to the  
2 audience.

3 MR. HARTLEY: Thank you very much for the  
4 opportunity to give public comment. First of all,  
5 thank you for the service of those in this audience  
6 to our country and our community. One of the  
7 things I want to talk about here is the aspect of  
8 what you see, the folks in attendance, the  
9 community support. When this mission was announced  
10 and the opportunity for the mission was announced,  
11 you saw here in the Columbus region in central Ohio  
12 full community support. This included local  
13 elected officials, state officials, congressional  
14 delegation, all of the Ohio congressional  
15 delegation and both U.S. senators.

16 The packet that we put together included  
17 letters of support from all of those entities,  
18 included in that also is the business community.  
19 The Columbus Chamber represents 1,600 businesses,  
20 approximately a quarter of a million employees.  
21 Along with the small and medium size businesses you  
22 have the Columbus partnership, which represents the  
23 large fifty businesses in the Columbus region.

24 We have continued to work including a  
25 January 17th, briefing here at Rickenbacker where



1 we brought the community together with Senator Rob  
2 Portman. We spent a full day here and learned, I  
3 think, A through Z of what goes on here at  
4 Rickenbacker.

5 This community and this group is  
6 committed, regarding this mission, to help drive  
7 down the cost of this facility. Also, we know of no  
8 environmental obstacles that would prevent locating  
9 the KC-46A here at Rickenbacker. We fully believe  
10 that Rickenbacker can serve this mission well. We  
11 are committed if the mission does come here, as a  
12 community, to help connect any active duty to  
13 housing and other quality of life accommodations and  
14 services.

15 I will say one final thing and remind  
16 everyone here of the historical tradition of the  
17 Rickenbacker Air Force Base. As you walk in you see  
18 the historical markers. I believe many folks  
19 believe that Eddie Rickenbacker would be very  
20 pleased and feel it was appropriate for the KC-4A's  
21 mission to be here.

22 With that I appreciate very much and thank  
23 you very much for the time.

24 COLONEL MARK ALLRED: Thank you, sir.  
25 Again, we want to ensure that everyone has ample

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1 opportunity to ask any questions or make any  
2 comments. Anyone else who would like to ask a  
3 question or make any comment? Apparently not.  
4 This evening's goal was to provide you with open  
5 communication and accurate information to ensure  
6 your informed participation in the NEPA Process. I  
7 hope that we have achieved that goal. Please feel  
8 free to visit the information booths and ask any  
9 additional questions that you may have regarding  
10 this proposed action. You have an opportunity  
11 during the formal comment period ending March 24,  
12 2014, to provide written comments. Please stop by  
13 the registration booth to get any additional  
14 materials that you need. Thank you very much and  
15 have a good evening.

16 (Thereupon, the hearing was concluded at  
17 6:32 o'clock p.m.)

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1     STATE OF OHIO                     )

2     COUNTY OF MONTGOMERY )       SS:  CERTIFICATE

3                     I, Wqueana N. George, a Notary Public  
4     within and for the State of Ohio, duly commissioned  
5     and qualified,

6                     DO HEREBY CERTIFY that the above-named  
7     hearing, was reduced to writing by me  
8     stenographically in the presence of the parties and  
9     thereafter reduced to typewriting.

10                    I FURTHER CERTIFY that I am not a relative  
11    or Attorney of either party nor in any manner  
12    interested in the event of this action.

13                    IN WITNESS WHEREOF, I have hereunto set my  
14    hand and seal of office at Dayton, Ohio, on this  
15    13th day of March, 2014.

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19                                   WQUEANA N. GEORGE  
20                                   NOTARY PUBLIC, STATE OF OHIO  
21                                   My commission expires 02-15-2015

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**COMMENTERS ON THE DRAFT EIS – KC-46A MOB 2 BEDDOWN**

Organization (Private Citizen, etc.)	Commenter Name	Comment Number	Page # of Comment Letter
U.S. Senate	Kelly Ayotte	1	B6-223
U.S. Senate	Jeanne Shaheen	1	B6-223
Private Citizen	Jim Colbert	2	B6-225
Department of Interior, Office of Environmental Policy and Compliance	Andrew Raddant	3	B6-226
Federal Aviation Administration	Glenn Helm, P.E.	4	B6-227
Private Citizen	H.R. Bower	5	B6-228
City of Dublin	Dana McDaniel	6	B6-229
City of Groveport	Marsha Hall	7	B6-230
Newark City Mayor	Jeff Hall	8	B6-231
City of Upper Arlington	Theodore Staton	9	B6-232
Private Citizen	Anonymous	10	B6-234
Private Citizen	Anonymous	11	B6-235
Private Citizen	Robert Burelli	12	B6-236
Columbus City Council	Hearcel Craig	13	B6-237
Private Citizen	Marilyn McCoy	14	B6-239
Private Citizen	Victor Wilson	15	B6-240
Private Citizen	Kristin Cruikshank	16	B6-241
Private Citizen	Richard Emmons	17	B6-242
Fairfield County Board of Commissioners	Steve Davis	18	B6-243
Fairfield County Board of Commissioners	Dave Levacy	18	B6-243
Fairfield County Board of Commissioners	Mike Kiger	18	B6-243
Private Citizen	David Jackson	19	B6-244
Private Citizen	Donald Kershner	20	B6-245
Private Citizen	Joseph Machado	21	B6-246
Private Citizen	William McNeer	22	B6-248
Private Citizen	Michael Myers	23	B6-249
Private Citizen	LtCol Rex Mykrantz	24	B6-250
Private Citizen	Marlene Packer	25	B6-251
Private Citizen	Jason Porter	26	B6-252
Private Citizen	Laurence Reed	27	B6-253
Columbus-Franklin County Finance Authority	Jean Carter Ryan	28	B6-254
Private Citizen	Richard Shroeder	29	B6-256
Private Citizen	Senator Joe Uecker	30	B6-257
Private Citizen	Martin Stires	31	B6-258
Private Citizen	Daniel Snyder	32	B6-259
Private Citizen	Pete Wilkinson	33	B6-260
Private Citizen	G. Taylor	34	B6-263
City of Topeka	Larry Wolgast	35	B6-264
Governor	Margaret Wood Hassan	36	B6-265
Private Citizen	Barbara N Hayes	37	B6-267
Private Citizen	Nancy Holloway	38	B6-268

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*Appendix B6 Public Hearing Transcripts, Responses to Comments, and*

*Written Comments on the Draft EIS*

Organization (Private Citizen, etc.)	Commenter Name	Comment Number	Page # of Comment Letter
Private Citizen	Emmanuel Kidd	39	B6-269
House of Representatives, New Hampshire	Ann McLane Kuster	40	B6-270
Private Citizen	Ronald Douglas Manuel	41	B6-271
Mayor of Canal Winchester	Michael Ebert	42	B6-276
The New England Council	James Brett	43	B6-277
Ohio Historical Society	Justin Cook	44	B6-278
Ohio Task Force	Victor Wilson	45	B6-280
Pennsylvania Historical and Museum Commission	Douglas McLearen	46	B6-281
Penobscot Nation Tribal Historic Preservation Office	Chris Sockalexis	47	B6-283
Private Citizen	Joseph Pescatello	48	B6-284
Portsmouth Chamber of Commerce	Doug Bates	49	B6-285
State Senator	Matt Smith	50	B6-286
U.S. Senator	Pat Roberts	51	B6-288
U.S. Senator	Jerry Moran	51	B6-288
House of Representatives, Kansas	Lynn Jenkins	51	B6-288
House of Representatives, Kansas	Mike Pompeo	51	B6-288
House of Representatives, Kansas	Kevin Yoder	51	B6-288
House of Representatives, Kansas	Tim Huelskamp	51	B6-288
Service Credit Union	Gordon Simmons	52	B6-291
U.S. Senator	Jeanne Shaheen	53	B6-296
Board of Commissioners, Shawnee County, Kansas	Robert Archer	54	B6-297
Board of Commissioners, Shawnee County, Kansas	Kevin Cook	54	B6-297
Board of Commissioners, Shawnee County, Kansas	Michele Buhler	54	B6-297
House of Representatives, New Hampshire	Carol Shea-Porter	55	B6-298
Private Citizen	Robert Sheppard	56	B6-299
Senator NH District 21	Martha Fuller Clark	57	B6-301
Private Citizen	Thomas Gross	58	B6-302
Greater Topeka Chamber of Commerce	Doug Kinsinger	59	B6-303
Greater Topeka Chamber of Commerce	Neil Dobler	59	B6-303
WIBW Channels	Jim Ogle, Jr.	59	B6-303
Fidelity State Bank and Trust	Allan Towle	59	B6-303
Cox Communications	Coleen Jennison	59	B6-303
M-C Industries, Inc.	Karla Clem	59	B6-303
Payless Shoe Source	Curtis Sneden	59	B6-303
Premier Employment Solutions	Paul Bossert	59	B6-303
Capital Federal	John Dicus	59	B6-303
Washburn University	Randy Pembroke	59	B6-303
Express Employment Professionals	Diana Ramirez	59	B6-303
Jayhawk File Express, LLC	Cheryl Creviston	59	B6-303

Organization (Private Citizen, etc.)	Commenter Name	Comment Number	Page # of Comment Letter
Kansas Medical Mutual Insurance Company	Kurt Scott	59	B6-303
Mickey's Promotions	Michaela Shaver	59	B6-303
Mars Chocolate North American	Bret Spangler	59	B6-303
Frito-Lay, Inc.	Allen Moore	59	B6-303
Dillons/Kroger	Kim Svoboda	59	B6-303
U.S. Fish and Wildlife Service	Mary Knapp	60	B6-306
U.S. Environmental Protection Agency, Region 1	Curtis Spalding	61	B6-309
Town of Hampton	Frederick Welch	62	B6-317
Westar Energy	Mark Ruelle	63	B6-318
U.S. Fish and Wildlife Service, Kansas Ecological Field Office	Michele McNulty for Heather Whitlaw	64	B6-320
Canal Winchester Area Chamber of Commerce	Eric Wymer	65	B6-321
Canal Winchester Area Chamber of Commerce	Greg Chamblin	65	B6-321
Canal Winchester Area Chamber of Commerce	Amanda Lemke	65	B6-321
City of Dublin	Michael Keenan	66	B6-322
City of Dublin	Marsha Grigsby	66	B6-322
Columbus Chamber of Commerce	Michael Dalby	67	B6-328
Columbus Regional Airport Authority	Elaine Roberts	68	B6-329
Destination Canal Winchester	Bruce Jarvis	69	B6-332
The Franklin County Board of Commissioners	Marilyn Brown	70	B6-334
The Franklin County Board of Commissioners	Paula Brooks	70	B6-334
The Franklin County Board of Commissioners	John O'Grady	70	B6-334
The Franklin County Board of Commissioners	Marilyn Brown	71	B6-335
The Franklin County Board of Commissioners	Paula Brooks	71	B6-335
The Franklin County Board of Commissioners	John O'Grady	71	B6-335
Governor	Sam Brownback	72	B6-336
Mayor of Canal Winchester	Michael Ebert	73	B6-337
Mid-Ohio Regional Planning Commission	William Murdock	74	B6-338
New Hampshire Department of Environmental Services	Timothy Drew	75	B6-339
New Jersey Department of Environmental Protection	Ruth Foster	76	B6-344
Ohio Attorney General	Mike DeWine	77	B6-351
Pickaway County Board of County Commissioners	Jay Wippel	78	B6-352
Pickaway County Board of County Commissioners	Brian Stewart	78	B6-352
Pickaway County Board of County	Harold Henson	78	B6-352

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***Appendix B6 Public Hearing Transcripts, Responses to Comments, and Written Comments on the Draft EIS***

Organization (Private Citizen, etc.)	Commenter Name	Comment Number	Page # of Comment Letter
Commissioners			
Great Bay Neurosurgical Associates	Melvin Prostkoff, M.D.	79	B6-353
Southeastern Franklin County Chamber of Commerce	Robert Garvin	80	B6-355
State Senator, District 16	Jim Hughes	81	B6-356
Private Citizen	Dr. Calvin Taylor	82	B6-357
U.S. Fish and Wildlife Service, New England Field Office	Anthony Tur	83	B6-358
U.S. Army Corps of Engineers	Joshua Shaffer for Jon Coleman	84	B6-359
U.S. Fish and Wildlife Service, New England Field Office	Thomas Chapman	85	B6-367
Board of Commissioners, Shawnee County, Kansas	Robert Archer	86	B6-369
Board of Commissioners, Shawnee County, Kansas	Kevin Cook	86	B6-369
Board of Commissioners, Shawnee County, Kansas	Michele Buhler	86	B6-369
Private Citizen	Allan Towle	87	B6-371
Mayor of Portsmouth	Bob Lister	88	B6-373
Private Citizen	Renee Plummer	89	B6-374
Pease Development Authority	Bill Hopper	90	B6-375
Private Citizen	John Frink	91	B6-376
Office of Senator Matt Smith	Daniel Alwine	92	B6-378
Columbus Chamber	Michael Hartley	93	B6-379
Ohio U.S. Fish and Wildlife Service	Jeromy Applegate	94	B6-380
U.S. Fish and Wildlife Service, Pennsylvania Field Office	Lori Zimmerman	95	B6-381
Tuscarora Nation	Bryan Printup	96	B6-385
New Jersey Historic Preservation Office	Jonathan Kinney	97	B6-386

**COMMENTS ON THE DRAFT EIS – KC-46A MOB 2 BEDDOWN**

Comment Number	Name/Agency	Date	Comment	Response
4-1	Glenn Helm, P.E. Environmental Specialist FAA	3/3/14	<p>If Forbes Field is the selected location, the project will require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace.</p> <p>I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed with FAA at <a href="http://oaaaa.faa.gov">http://oaaaa.faa.gov</a>.</p>	Although no facilities are proposed that would affect navigable airspace, Forbes ANG will comply with 14 CFR Part 77 <i>Objects Affecting Navigable Airspace</i> , as appropriate, should they be selected to host the KC-46A. This has been added to all five locations in the safety sections.
4-2	Glenn Helm, P.E. Environmental Specialist FAA	3/3/14	<p>I encourage you to file a request for airspace study as quickly as possible if and when Forbes Field is selected in order to determine if there are any potential effects to the airport from the proposed project. Be sure to submit information for any roads, objects, and temporary construction equipment (e.g. cranes).</p> <p>More information on this process may be found at: <a href="http://www.faa.gov/airports/central/engineering/part77/">http://www.faa.gov/airports/central/engineering/part77/</a>.</p>	Although no facilities are proposed that would affect navigable airspace, Forbes ANG will comply with 14 CFR Part 77 <i>Objects Affecting Navigable Airspace</i> , as appropriate, should they be selected to host the KC-46A.
36-1	Margaret Wood Hassan, Governor	3/6/14	<p>The Pease Air National Guard Base is the ideal location for the KC-46A air refueling tankers. The base is strategically located on the East Coast of the United States, translating to considerable time and cost savings for all eastbound support operations. In addition, much of the infrastructure needed to successfully implement the KC-46A aircraft is already in place at Pease. This infrastructure includes the longest Air National Guard runway and parking ramp in the northeast, air traffic control, security and customs, and fire protection.</p> <p>The 157th Air Refueling Wing and the 64th Air Refueling Squadron stationed at Pease are the best options to support the operation of the new KC-46 aircraft.</p> <p>Bringing the KC-46A air refueling tankers to Pease will also benefit our Seacoast communities and economy, bringing more jobs to the region and helping the base generate an even greater positive economic impact.</p>	Thank you for your comment. As described in Section 2.2 of the Draft EIS, the USAF strategic basing process used several operational and other criteria to identify candidate and alternative bases for the MOB 2 missions. The criteria included 1) runway of at least 7,000 feet in length, 2) the presence of an ANG Wing on the installation, and 3) the installation had to be located in the continental United States. The EIS process is focused on evaluating each alternative to inform the Secretary of the Air Force on

***Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations EIS***

***Appendix B6 Public Hearing Transcripts, Responses to Comments, and***

***Written Comments on the Draft EIS***



Comment Number	Name/Agency	Date	Comment	Response
				<p>potential environmental impacts associated with each base. The USAF considers public comments in making decisions. We appreciate your participation in the environmental impact analysis process.</p> <p>As discussed in Section 4.3.10, under Alternative #3, the KC-46A mission would add an additional 171 military positions (increase in 115 full-time positions and 56 traditional Guard positions). Combined with their approximately 233 family members, this would represent less than 0.08 percent of Rockingham County.</p>
41-1	Ronald Douglas Manuel	3/23/14	<ul style="list-style-type: none"> <li>• The NAAQS and are below the pollutant emissions for the PSD/de minimis and are not subject to this regulation.</li> <li>• Rickenbacker ANG 121 ARW is already flying the required hours/sorties required by the new KC-46A aircraft.</li> <li>• The maintenance capability is already in place (now supporting 18 KC-135R's and their training commitments) with a full maintenance capability rate.</li> <li>• There are two runways that fully operational and they are both over 2 miles long.</li> <li>• The civilian version of the aircraft is already flown by some of our ANG pilots, this would reduce the training needed for the new refueling aircraft (economies).</li> <li>• The total airfield operations rate would remain at about the same level.</li> </ul>	<p>Thank you for your comment. Sections 3.5.2 and 4.5.2 discuss both baseline and projected emissions under Alternative #5. As discussed in these sections, the USEPA has classified the Columbus area, including all of Franklin County, as nonattainment for the O<sub>3</sub> and PM<sub>2.5</sub> NAAQS. The region is designated attainment/unclassified area for all other criteria pollutants. As such, they are subject to <i>de minimis</i></p>

***Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations EIS***

***Appendix B6 Public Hearing Transcripts, Responses to Comments, and Written Comments on the Draft EIS***

Comment Number	Name/Agency	Date	Comment	Response
			<ul style="list-style-type: none"> <li>• Rickenbacker has fast delivery of parts when needed with commercial carriers (FedEx and UPS, and others) with around the clock delivery and the DSCC and DFAS installation are just up the road from the base.</li> <li>• Our communities around the airfield are used to the activity of the ANG aircraft. Some of the people in the towns don't even now there is a tanker unit at Rickenbacker.</li> <li>• As a community we need these new aircraft to continue the extraordinary conviction and integrity of the "troops" of the Ohio ANG to fly in support of any conflict in the world or of these United States.</li> <li>• The community would not know of the unit's activity during the week if not for the reporting of the local news outlets. The city of Columbus Chamber of Commerce (who have at least 1600 local business support) fully stand behind the unit acquiring the new KC-46A.</li> <li>• The Ohio ANG is the most efficient and cost effective way of using these aircraft to their full capabilities in support of US Air Force missions.</li> <li>• The towns around RANGS have a large population of people with the technical expertise which will provide a large base of support for new members for the full-time force and the added personnel for the KC-46A.</li> <li>• Our unit and its members and have received many awards from the local communities and from communities around the world at deployed locations for their support in many missions.</li> <li>• And the communities could use the new jobs for the new aircraft to help support the local economy.</li> </ul>	thresholds. As discussed in Section 4.5.2, projected emissions would be expected to be below <i>de minimis</i> thresholds. As described in Section 2.2 of the Draft EIS, the USAF strategic basing process used several operational and other criteria to identify candidate and alternative bases for the MOB 2 missions. The criteria included 1) runway of at least 7,000 feet in length, 2) the presence of an ANG Wing on the installation, and 3) the installation had to be located in the continental United States. The EIS process is focused on evaluating each alternative to inform the Secretary of the Air Force on potential environmental impacts associated with each base. The USAF considers public comments in making decisions. We appreciate your participation in the environmental impact analysis process.
44-1	Justin Cook, Ohio Historical Society	3/10/14	Appendix B of the Draft EIS contains a September 12, 2013, letter and associated Attachments 1, 2, and 4 from Robert Dogan of the NGB to Lisa Adkins of OHPO initiating Section 106 consultation for this project and concluding that "a potential adverse effect to Hangar 885 (at Rickenbacker ANG) may result from this undertaking." A check of the database that we use to track Section 106-related correspondence suggests that OHPO did not receive Mr. Dogan's September 12, 2013, letter.	Letter was resubmitted and Rickenbacker ANG and the Ohio SHPO have developed a Programmatic Agreement stating that if Rickenbacker ANG is selected to host the MOB 2 scenario, further consultation

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***Appendix B6 Public Hearing Transcripts, Responses to Comments, and Written Comments on the Draft EIS***

Comment Number	Name/Agency	Date	Comment	Response
			Please re-submit this correspondence and the associated attachments - including Attachment 3 (Draft Description of the Proposed Action and Alternatives), which was not included in Appendix B of the Draft EIS - so that we can begin consultation intended to avoid, minimize, or mitigate the adverse effect on historic properties that will apparently result from project implementation.	would be conducted to minimize and mitigate potential adverse effects to these buildings.
46-1	Douglas McLearen, Pennsylvania Historical and Museum Commission	3/10/14	Based on our survey files, which include both archaeological sites and standing structures, and the information you provided, it is our opinion that this project has no potential to affect historic properties [Pittsburgh]. Therefore, your responsibility for consultation with the State Historic Preservation Office for this project is complete. Should you become aware, from any source, that historic or archaeological properties are located at or near the project site, please notify the Bureau for Historic Preservation at (717) 783-8946.	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.
47-1	Chris Sockalexis, Penobscot Nation Tribal Historic Preservation Office	2/28/14	The Penobscot Nation would like notification if there is to be a significant change in the flight patterns and a significant change in the airspace that will be utilized during these missions [Pease].	Under the Proposed Action there is no significant change in the flight patterns or in the airspace that will be utilized during these missions. If this changes, the Penobscot Nation will be notified.
47-2	Chris Sockalexis, Penobscot Nation Tribal Historic Preservation Office	2/28/14	The Penobscot Nation concurs with the Cultural Resources study that there would be no adverse effect upon any Penobscot cultural and/or historical interests within the Project Boundary of this Proposed Action. The Penobscot Nation also concurs that all other potential environmental impacts associated with this Proposed Action will be minimal [Pease].	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.
48-1	Joseph Pescatello	3/10/14	I'm writing to express my concern over locating more refueling tankers at Pease ANG base in New Hampshire. Pease is nestled squarely in a highly residential area and residents for miles around already suffer the effects of regular jet traffic from the existing KC-135s stationed there.  Our homes, schools, parks, churches, etc. already have to live with unhealthy noise at all hours, seven-days-a-week. The smell of jet fuel is overwhelming at times in neighborhoods around the base. There is also a wildlife sanctuary located, literally, at the end of the runway at Pease.	Analysis has indicated that there would be no significant environmental impacts associated with the proposed beddown at Pease ANG.  Acreage within the 65 dB DNL (and greater) noise contour would increase by 135 acres.

***Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations EIS***

***Appendix B6 Public Hearing Transcripts, Responses to Comments, and Written Comments on the Draft EIS***

Comment Number	Name/Agency	Date	Comment	Response
			<p>I'm very afraid that adding more tankers will have a terrible effect on the environment for both the people and animals who live here.</p> <p>This area is a quiet enclave in a pristine area on the New England seacoast. As a long-term resident, I urge you to please consider other locations for the new tankers and leave the New Hampshire seacoast as it is.</p>	<p>Of this increase in acreage, 4 acres would be off airport-controlled property.</p> <p>Impacts to wildlife species from operational noise would be expected to be minor due to the slight increase in noise and the temporary nature of construction. Impacts to state listed species would be minor. No federally listed species or critical habitat is known to occur on Portsmouth IAP; therefore, there would be no impacts to federally listed species.</p>
50-1	Matt Smith, State Senator	3/24/14	<p>In fact, the draft finds there will be a decrease in noise disturbance and the existing facilities for fire response and crash recovery meet the KC-46A beddown requirements [Pittsburgh].</p> <p>The draft EIS also notes the 171st has recently completed their 53rd consecutive year and over 230,000 flying hours without a Class-A mishap. These factors make the 171st a strong candidate for selection to house the KC-46A. As you consider the viability of this site, I also encourage you to consider the financial and operational advantages and efficiencies that make the 171st uniquely suited to serve as the MOB 2 of the new KC- 46A tanker fleet. It is my understanding the 171st was chosen to be one of five alternative locations based on several criteria, including, but not limited to: its strategic location within a 90 minute flight time to 70% of the U.S. population which also covers six FEMA Regions, and its collaboration with the Pittsburgh International Airport, which provides the unit with access to four runways, inexpensive service agreements with ACAA fire and rescue operations, world-class snow removal operations, and around-the-clock tower support with no air traffic restrictions. This cost savings agreement, in addition to the nominal infrastructure expenses required to convert existing facilities to accommodate new KC-46A tankers, can save the USAF millions in</p>	<p>Thank you for your comment. Section 3.4.3.2 discusses Class A mishaps and confirms this record.</p> <p>The current FAR Part 150 data identified 321,436 total aircraft operations that occurred at Pittsburgh IAP during the 12-month period ending March 2006. Per the request of the ACAA, the current approved and published FAR Part 150 Noise Compatibility Program Update for Pittsburgh IAP is used as the baseline for this analysis.</p> <p>As shown in Section 4.4.1.1, under Alternative #4, the</p>

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			operational expenses.	<p>DNL noise contours would decrease slightly in the areas of arrivals and departures from the DNL baseline contours because of fewer KC-46A airfield operations than depicted in the approved FAR Part 150 and the KC-46A is generally a quieter aircraft (5 dB quieter on landing and 1 dB louder on take-off) than the KC-135.</p> <p>As described in Section 2.2 of the Draft EIS, the USAF strategic basing process used several operational and other criteria to identify candidate and alternative bases for the MOB 2 missions. The criteria included 1) runway of at least 7,000 feet in length, 2) the presence of an ANG Wing on the installation, and 3) the installation had to be located in the continental United States. The EIS process is focused on evaluating each alternative to inform the Secretary of the Air Force on potential environmental impacts associated with each base. The USAF considers public comments in making decisions. We appreciate your participation in the environmental impact</p>

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				analysis process.
54-1	Robert Archer, Kevin Cook, and Michele Buhler, Board of Commissioners, Shawnee County, Kansas	3/3/14	Forbes Field has excellent facilities and would easily house the KC-46A and additional Airmen.	Thank you for your comment. As described in Section 2.2 of the Draft EIS, the USAF strategic basing process used several operational and other criteria to identify candidate and alternative bases for the MOB 2 missions. The criteria included 1) runway of at least 7,000 feet in length, 2) the presence of an ANG Wing on the installation, and 3) the installation had to be located in the continental United States. The EIS process is focused on evaluating each alternative to inform the Secretary of the Air Force on potential environmental impacts associated with each base. The USAF considers public comments in making decisions. We appreciate your participation in the environmental impact analysis process.
56-1	Robert Sheppard	3/12/14	According to the USAF Environmental Impact Study, the NHANGS is currently responsible for 16% of flight operations at Pease International Airport (IAP). Living roughly four miles from the runway I am occasionally aware of the noise from circling air tankers while working around my yard, though appreciative of the airport restrictions, which limit low approaches or touch-and-go's between 11pm and 7am, and before noon on Sundays. At least in this neighborhood NNE of the runway's mid-point we notice much higher levels of noise from news media helicopters and corporate jets than military aircraft. It is my understanding, the KC-46A replacement aircraft will operate at or below current noise levels of the current air tanker.	The current FAR Part 150 data identified 321,436 total aircraft operations that occurred at Pittsburgh IAP during the 12-month period ending March 2006. Per the request of the ACAA, the current approved and published FAR Part 150 Noise Compatibility Program Update for Pittsburgh IAP is

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				used as the baseline for this analysis.
56-2	Robert Sheppard	3/12/14	<p>Professionally I work with corporations to reduce their reliance on fossil fuels, decreasing the impact on climate change. The proposal to replace the existing fleet of eight KC-135's and 1 backup with the newest generation of air tanker is a positive step from an environmental standpoint. The US Environmental Protection Administration recently designated South East region of NH as an air-quality attainment area. This represents a positive improvement in terms of ozone due to a number of factors including a more comprehensive focus on energy efficiency at both the state and local level.</p> <p>Employing an aircraft that consumes less fuel at and assuming the current level of 6,140 annual field operations as stated in the EIS, the NH ANGTS should not have an adverse impact on the region's air quality or sensitive environmental places. Thirty-four percent of the area adjoining IAP consists water; the Piscataqua-Salmon Falls River Watershed, Great and Little Bays, Portsmouth Harbor and the Atlantic Ocean. The statistics mention the 157 ARW has not suffered a major mishap in a decade, reported just three emergency fuel jettisons 2011-2012, and fewer than 20 BASH collisions per year, all well within acceptable standards for a military unit flying in close proximity to a developed area.</p>	<p>Thank you for your comment. Section 3.3.2 attainment status for the ROI. The USEPA had previously classified the Boston-Manchester-Portsmouth area as a moderate nonattainment area for the 1997 O<sub>3</sub> standard. On January 31, 2013, the USEPA formally redesignated southeastern New Hampshire as an attainment area for the 1997 O<sub>3</sub> standard. The region is therefore considered a maintenance area for O<sub>3</sub>. The region is designated attainment/unclassified area for all other criteria pollutants.</p> <p>Section 3.3.3 confirms these BASH and fuel jettison statistics for the 157 ARW.</p>
56-3	Robert Sheppard	3/12/14	<p>My only concern is that the EIS provides an incomplete picture of the NHANG's impact on the local economy. The data included in the report (3-82) includes Rockingham County, the town of Newington, City of Portsmouth and NH in terms of education, employment, housing and population. The next section goes on to list the Portsmouth Naval Shipyard and the UA Local 488 Marine Pipefitters union, as two of the area's four principal employers. However, both of those entities are located just across the state line in Kittery, Maine. As a resident of this region since 1984, I believe that a more accurate assessment would include York County Maine, Eliot, Kittery and York, ME since many of the NHANG employees actually reside on this side of the border,</p>	<p>Thank you for your comment. The increase in personnel would be minimal, and it is expected that many, if not a majority of the individuals would be already living in the vicinity. Therefore, having the smaller region of influence around the installation was deemed to provide accurate results.</p>

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			shopping in our stores, and sending their children to our schools. While one might find this a minor point, the impact of the 157 <sup>th</sup> operations on the entire region does come into play in the event of a Defense Base Closure and Realignment process, which may draw from previous government documents. For this reason, I would encourage the USAF to include expanded commentary in the appropriate section of the final EIS.	
61-1	Curtis Spalding, USEPA, Region 1	3/24/14	Miscellaneous Although the DEIS had a Glossary, many of the acronyms were not listed. A complete list of acronyms used should be provided in the FEIS.	A list of acronyms is listed at the beginning of the document. The glossary includes definitions of select words.
61-2	Curtis Spalding, USEPA, Region 1	3/24/14	Pease ANGS Alternative Air Quality--General Conformity The Pease ANGS site is not subject to General Conformity for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS, the 2008 ozone standard), as all of New Hampshire has been designated unclassifiable/attainment for the 2008 ozone standard. However, the General Conformity requirements currently remain in place for the 1997 eight-hour ozone NAAQS for the Boston-Manchester-Portsmouth (SE) NH area. On June 6, 2013 (78 FR 34178), EPA published its proposed rule for “Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements,” where EPA proposed revocation of the 1997 ozone standard. EPA has not yet finalized this regulation.  EPA approved redesignation of the Boston-Manchester-Portsmouth (SE), New Hampshire moderate 8-hour ozone nonattainment area to attainment for the 1997 eight hour ozone NAAQS and the initial 10-year ozone maintenance plan for this area on Thursday, January 31, 2013; (78 FR 6741). We point out that the Boston-Manchester Portsmouth (SE), NH maintenance area is within the Ozone Transport Region. As such, General Conformity regulations establish applicability rates for ozone maintenance areas inside an ozone transport region as equal to or exceeding the rate of 100 tons per year of nitrogen oxides (NOx) and/or 50 tons per year of volatile organic compounds (VOCs) see 40 CFR §93.153(b)(2).	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.

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			<p>Applicability rates are based on the total of direct and indirect emissions of the criteria pollutant or precursor in a nonattainment or maintenance area caused by a Federal action. The annual operational emissions that would result from KC-46A operations at Pease ANG is calculated at 158.92 tons of NO<sub>x</sub> and 16.93 tons of VOC as stated in Table 4.3.2-1 “Comparison of Baseline and Proposed Annual Operational Emissions, 157 ARW,” on page 4-66 of the Draft EIS (also Table 3.3-2 on page 02-5). However, concurrent with the beddown of the 12 KC-46A, twelve existing KC-135 aircraft would be retired out of the Air National Guard fleet. The net annual emissions from the proposed Pease ANG Alternative are calculated at 83.60 tons of NO<sub>x</sub> and 13.31 tons of VOC. We concur with the DEIS that the annual level of NO<sub>x</sub> and VOC from the Pease ANG Alternative are below the General Conformity applicability rate of 100 tons per year of NO<sub>x</sub> and 50 tons per year of VOC. Therefore, General Conformity is not triggered.</p>	
61-3	Curtis Spalding, USEPA, Region 1	3/24/14	<p><b>Stormwater</b></p> <p>The project will require coverage under a National Pollution Discharge Elimination System (NPDES) construction general permit (CGP) for land disturbance of one or more acres of land. If this threshold is surpassed, the Pease ANG would need to submit a Notice of Intent and obtain coverage under the COP and develop and implement a stormwater pollution prevention plan meeting the requirements of the most recently issued CGP.</p> <p>The CGP is available at: <a href="http://www.epa.gov/npdes/pubs/cgp2012/finalpermit.pdf">http://www.epa.gov/npdes/pubs/cgp2012/finalpermit.pdf</a>. Additional information is available at: <a href="http://cfpub.epa.gov/npdes/stormwater/cgp.cfm">http://cfpub.epa.gov/npdes/stormwater/cgp.cfm</a>.</p> <p>The completed project may also be subject to the multi-sector general permit for storm water discharges associated with industrial activity - air transportation sector. Moreover, if any dewatering needs to occur for project construction, the project may also be subject to the remediation general permit if there is dewatering discharge. The FEIS should discuss these various permit requirements and the steps the Air Force will take to ensure compliance with stormwater discharge regulations.</p> <p>Since this is federal facility the project should be designed and operated</p>	Section 5.1.2.4 and Chapter 4 Soils and Water Section discusses NPDES and EISA requirements.

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			in a manner consistent with Section 438 of the Energy Independence and Security Act, which provides: “The sponsor of any development or redevelopment project involving a federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain or restore to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow.” 42 U.S.C. § 17094. Additional guidance is available at: <a href="http://www.epa.gov/owow/NPS/lid/section438/">http://www.epa.gov/owow/NPS/lid/section438/</a> .	
61-4	Curtis Spalding, USEPA, Region 1	3/24/14	<p>Water Supply</p> <p>The DEIS does not describe or acknowledge a drinking water supply well called the Pease Trade Port Haven Well [EPA ID#1 951020-002] operated by the Portsmouth Water Works. The proposed installation lies within the well’s source water protection area (SWPA). This gravel-packed supply well is approximately 4,200 feet south of the proposed facility. The FEIS should be updated to include this water supply resource.</p> <p>The DEIS should include the latest raw water quality analyses for the Pease Trade Port Haven Well (i.e., inorganics, VOCs, SOCs, PAHs, etc.) from the Portsmouth Water Works to describe current ground water quality under the proposed installation location. This will provide a basis for a comparison of future potential drinking water impacts, if any, from KC-46A activities. In addition, any nearby monitoring wells should be sampled for the same constituents. The DEIS’ description of ground water impacts (page 4-74) mentions only a 0.5 acre increase in impervious surface from the project. No mention whatsoever is made of ground water quality.</p> <p>The fate and transport of storm water, deicing chemicals or fire-fighting agents in the vicinity of the proposed installation are not clear in the document. The FEIS should describe the present composition of storm water runoff; and what, if any, changes in impacts will occur to surface or ground waters from the new facility construction and operation.</p>	There would be no change to management of stormwater and no changes to water quality of surface or groundwater is expected as a result of the Proposed Action. Added the following to the Pease Chapter 3 groundwater section: The primary water sources for the Pease International Tradeport are three wells operated by Portsmouth waterworks; Haven, Smith, and Harrison wells (City of Portsmouth 2010).
61-5	Curtis Spalding, USEPA, Region 1	3/24/14	<p>Pittsburgh ANGS Alternative Hazardous Materials and Waste</p> <p>The DEIS (page 3-105) notes, “Nineteen ASTs occur on the 171 AR W installation and are used to store diesel, jet fuel, motor gasoline,</p>	Nothing would change with respect to ASTs (what is stored, what amount is stored, etc.); therefore, no further

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			<p>aqueous film forming foam, potassium acetate, developer, dye penetrant, emulsifier, and rinse solution.” The location of the ASTs is not shown on the site. The FEIS should provide a map that depicts the location of the ASTs in relation to the proposed facility construction. The safety measures integrated into the AST should also be discussed.</p> <p>The DEIS (page 5-27) notes, “Under Alternative #4, the total number of flying hours for the 171 ARW would increase approximately 34 percent; therefore, throughput of petroleum substances and hazardous waste streams would be expected to increase commensurately.” The FEIS should discuss if the current hazardous waste management systems can handle and treat increased hazardous waste and if additional options have been considered for incorporation to respond to the projected increase.</p> <p>The Pittsburgh IAP relies on two in-stream treatment ponds to treat deicing wash. The ANG should consider upgrading its deicing facility to meet current standards.</p> <p>The DEIS (page 3-106) notes, “Hazardous wastes initially accumulated at a SAP are accumulated in appropriate containers before being transferred to the installation CAP.” “The installation CAP is located in Building 501/502 (171 ARW 2009, Tower 2013b).” Building 501/502 is not identified on a map in the DEIS. The FEIS should explain whether these buildings are within the study area, depict them on a map and discuss safety procedures incorporated into the building design. The FEIS should also describe the approximate increase in waste generated as a result of the Proposed Action and if the buildings would have the capacity to handle the additional waste.</p> <p>The DEIS (page 3-106) notes, “OWSs are used to separate oils, fuels, sand, and grease from wastewater and to prevent contaminants from entering the sanitary sewer and stormwater drainage systems. Fifteen OWSs are located on the 171 ARW installation. These OWSs primarily receive discharge from floor drains in maintenance area (171 ARW 2012c).” The FEIS should provide the location of the fifteen OWSs located on the 171 ARW installation and describe whether more are</p>	<p>discussion or identification of locations of them is warranted.</p> <p>Have added the following language that is currently in Chapter 4 Hazmat sections also to Chapter 5 sections “Hazardous waste generation (e.g., used oil, used filters, oily rags, etc.) would continue to be managed in accordance with the installation’s Hazardous Waste Management Plan and all applicable federal, state, and local regulations. Additionally, no changes to the installation’s small quantity generator status would be expected to occur due to the increase in hazardous waste generation from aircraft operations.”</p> <p>Upgrading the deicing facility is not a part of the proposed action, and as such is not discussed in this EIS.</p> <p>These buildings are not located within the area of construction and therefore are not shown on the areal extent of the map.</p> <p>Should additional OWSs or</p>

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			<p>necessary to compensate for the proposed action and/or to control waste from entering the sanitary sewer and stormwater drainage systems.</p> <p>The DEIS (pages 3-106 and 3-107) identifies three closed ERP sites and two closed Areas of Concern (AOC) at the 171 ARW installation. The DEIS did not discuss if contaminated soils were removed if groundwater is being treated and whether these areas are subject to land control restrictions. Since the Proposed Action can occur on or in proximity to existing ERP sites and AOCs, this information and how the proposed action may affect them, is critical to assessing environmental impacts and should be provided in the FEIS.</p>	<p>stormwater drainage systems be necessary, these would be incorporated into the designs; however the designs have not been finalized yet. They would be managed in accordance with each installation's hazardous waste and stormwater management plans.</p> <p>See Section 4.4.9.3, which says "This site is closed and was a POL storage area and fuel hydrant system for JP-4 fuel. Soil and groundwater sampling performed at this site did not reveal contaminants of concern above PADEP guidelines."</p>
61-6	Curtis Spalding, USEPA, Region 1	3/24/14	<p>Environmental Justice and the Protection of Children</p> <p>The DEIS (page 3-110) discusses minority and low-income populations as well as children under the age of 18 living in the vicinity of the Pittsburgh ANG. However, the FEIS should identify census tracts and blocks depicting these populations on a map to show possible impacts and support text and tables provided.</p>	<p>Comment noted. GIS for census tracts and blocks from the U.S. Census Bureau were used to analyze low-income and minority populations within the vicinity of Pittsburgh ANG. However, this was considered unnecessary for analysis to depict on maps in the EIS as the maps created would be cluttered and difficult to read.</p>
61-7	Curtis Spalding, USEPA, Region 1	3/24/14	<p>Aircraft Noise</p> <p>The DEIS (page 4-89) notes, "Aircrews associated with the KC-46A would continue to practice closed patterns, including tactical procedures in which the aircraft climbs or descends in the immediate vicinity of the airfield." "This procedure is currently being flown with the KC-135; however most tactical procedures would be accomplished in the</p>	<p>There is no change to the type of operations that would occur at the Pittsburgh airfield. A maximum of 8,040 training hours (non-simulator) have been</p>

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			simulator and at the other locations away from Pittsburgh IAP.” The FEIS should estimate the number of tactical procedures to take place in the simulator versus other locations and identify the other locations where this training will occur and associated impacts.	evaluated. Additional operations practiced in the simulator are non-essential to the environmental analysis.
68-1	Elaine Roberts, Columbus Regional Airport Authority	1/24/14	<p>The Rickenbacker Air Guard Station is well located to provide responsive support to the significant demand for aerial refueling in the eastern United States, particularly the heavy concentration of fighter and cargo aircraft in the southeast states. Rickenbacker AGS is well positioned to accept 12 KC-46A aircraft, with the base’s infrastructure currently supporting 18 KC-135R aircraft. Rickenbacker also offers a total logistics platform, all-weather navigation, a Foreign-trade zone, and U.S. Customs and Border Protection on site. CRAA maintains all runways, taxiways and navigational aids.</p> <p>Additionally, the facility stands out for its existing infrastructure, offering not just one, but two runways meeting the criteria identified in your sourcing document.</p> <p>We know you will do a detailed analysis of our Region and compare us against other competitors to ensure the best choice for your people, your aircraft and your mission.</p>	Thank you for your comment. As described in Section 2.2 of the Draft EIS, the USAF strategic basing process used several operational and other criteria to identify candidate and alternative bases for the MOB 2 missions. The criteria included 1) runway of at least 7,000 feet in length, 2) the presence of an ANG Wing on the installation, and 3) the installation had to be located in the continental United States. The EIS process is focused on evaluating each alternative to inform the Secretary of the Air Force on potential environmental impacts associated with each base. The USAF considers public comments in making decisions. We appreciate your participation in the environmental impact analysis process.
76-1	Ruth Foster, NJ Department of Environmental Protection	3/24/14	<p>The Historic Preservation Office (HPO) received the above document for review directly from the National Guard Bureau. As stated in the EIS document, the HPO previously reviewed the proposed undertaking pursuant to Section 106 of the National Historic Preservation Act. Our office concurred with the finding that there are no historic properties affected by the proposed activity at Joint Base McGuire-Dix-Lakehurst. A copy of our review letter (HP0-12013-045) is attached for your</p>	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.

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			reference.  Thank you for providing us with the opportunity for review and comment on the submitted documentation. If you have any questions, please do not hesitate to contact me. If additional consultation is required for this undertaking, please reference the HPO project# 13-1101 in any future calls, emails, or written correspondence in order to expedite our review and response.	
76-2	Ruth Foster, NJ Department of Environmental Protection	3/24/14	The NJ Division of Fish & Wildlife (DFW) appreciates the opportunity to provide comment for the Environmental Impact Statements (EIS's) being prepared for the MOB 1/FTU 1 and MOB 2 aircraft beddowns. The NJ DFW feels that the proposed facility additions, new impervious surface areas and changes to the existing fueling infrastructure shown in the "Final Description of the Proposed Action and Alternatives Environmental Impact Statement KC-46A Beddown at Alternative Air National Guard Installations Main Operating Base 2" should have little to no effect on the known nesting area of the Upland Sandpipers, Grasshopper Sparrows and Savannah Sparrows near the center of the runways at McGuire AFB.	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.
76-3	Ruth Foster, NJ Department of Environmental Protection	3/24/14	In the EIS, a description of other larger aircraft with similar engines using the same runways would be helpful in determining whether or not the replacement of the existing KC-135 aerial refueling fleet with the KC-46A would have any effect on the T & E species present [JB MDL].	As stated in Appendix A, Section A.1.2.1 Actual noise measurements for the KC-46A have not been obtained. Therefore, the USAF developed a set of noise data that can be used as a substitute for the KC-46A until such time as actual noise data becomes available. This data is not available in the INM program; therefore, the B767-300 was used as a substitute aircraft at civilian airports. Based on this substitute data, on a one-to-one basis, the KC-46A is slightly quieter than both the KC-135 and B767-300.

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				Analysis in the DEIS has found that there would be no impacts to T&E species at any of the locations.
76-4	Ruth Foster, NJ Department of Environmental Protection	3/24/14	As shown in Table ES-2. Summary of Impacts, under “JB MDL”: “Acreage within the 65 dB DNL (and greater) noise contour would increase by 1,831 acres.” The DFW would like to know what the noise level is now and exactly what the change in noise level would be. A study by Erin H. Strasser and Julie A. Heath, <i>Reproductive failure of a human-tolerant species, the American kestrel, is associated with stress and human disturbance</i> , suggests that “cavity nesting birds, such as kestrels, who inhabit noisy environments may compensate for decreased auditory cues by increasing vigilance behavior, such as visual scans from the nest entrance or flushing from the nest, leading to changes in energy allocation or extended periods away from the nest during incubation. This behavior appears to be followed, at a high rate, by nest abandonment.” The DFW would be concerned with how this may relate to the species nesting within the air field.	The Strasser and Heath study indicates that Kestrel nest success is lower in areas with greater human disturbance (not necessarily noise); and that disturbance (as identified in the study) was related to the proximity of roads; actual noise near the nests was not measured. Operational noise levels under Alternative #2 would be expected to increase <i>slightly</i> from baseline with the conversion to the KC-46A aircraft. As shown in Appendix A, Table A.1.2-2 provides representative SELs, indicating that the SEL for individual landings by the KC-46A would be 5 dB less than with the KC-135, while take-offs would be 1 dB greater than the KC-135. Under Alternative #2, only the number of aircraft operations would change; there would be no change in where or when individual aircraft operate. Flights would be scheduled for similar time periods as



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				currently flown during the morning and afternoons, with approximately 4 percent of flights occurring during environmental night (after 10 p.m. and before 7 a.m.). An additional 419 acres of land off the airport property would be exposed to DNL between 65 dB and 70 dB. However, since ambient noise levels within the vicinity are relatively high under existing conditions, the proposed action under Alternative #2 would be unlikely to substantially increase enough to preclude wildlife from utilizing the area as they currently do. A reference to the Strasser and Heath study has been incorporated.
83-1	Anthony Tur, USFWS New England Field Office	4/1/14	As stated in the draft EIS Section 3.3.5.3 (pg. 3-74), dated February 2014, there are no known occurrences of federally listed or candidate species within the vicinity of the 157 ARW installation. Consequently, I have no information to justify the need for further consultation regarding the Endangered Species Act.	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.
84-1	Joshua Shaffer for Jon Coleman, USACE	3/25/14	The U.S. Army Corps of Engineers regulates earth moving activities within streams or wetlands. This includes any placement of fill material, temporary or permanent. If you are proposing a new project that entails the placement of fill material in waters (including wetlands), or if you are proposing a modification to an existing project that entails the placement of fill material in waters, then this letter serves as your notice that your project may require a permit from this office [Pittsburgh].	The Proposed Action would not require the placement of fill material in wetlands or streams.



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84-2	Joshua Shaffer for Jon Coleman, USACE	3/25/14	Based on the information contained within the Draft EIS it appears that impacts to waters may be proposed. We recommend that you hire a qualified wetland consultant to evaluate the entire project area in order to determine if any streams or wetlands are present. Enclosed is a list of wetland consultants. If impacts to streams or wetlands are in fact proposed, you should again contact this office to discuss permitting requirements. Every effort should be made to avoid and minimize impacts to the aquatic resources on-site. We will continue to work with you in order to protect any aquatic resources that may be present [Pittsburgh].	The EIS has analyzed potential impacts to waters and has found that there would be no impacts under the Proposed Action. Every effort to avoid impacts to aquatic resources would be made.
85-1	Thomas Chapman, USFWS New England Field Office	3/25/14	<p>Based on information currently available to us, no federally listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area [Pease]. Preparation of a Biological Assessment or further consultation with us under section 7 of the Endangered Species Act is not required. No further Endangered Species Act coordination is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.</p> <p>To obtain updated lists of federally listed or proposed threatened or endangered species and critical habitats, it is not necessary to contact this office. Instead, please visit the Endangered Species Consultation page on the New England Field Office's website:</p> <p style="text-align: center;"><i><a href="http://www.fws.gov/newengland/endangered!&lt;Jpec-consultation.htm">www.fws.gov/newengland/endangered!&lt;Jpec-consultation.htm</a></i> (accessed January 2013)</p> <p>On the website, there is also a link to procedures that may allow you to conclude if habitat for a listed species is present in the project area. If no such habitat exists, then no federally listed species are present in the project area and there is no need to contact us for further consultation. If the above conclusion cannot be reached, further consultation with this office is advised. Information describing the nature and location of the proposed activity that should be provided to us for further informal consultation can be found at the above-referenced site.</p>	Thank you for your comment. No habitat for listed species is present within the project area.
91-1	John Frink	3/6/14	Now, I know it's a policy, although I have not personally called the Air National Guard, to deny jettisoning of fuel, however, I get up in the	Thank you for your comment. The ANG only jettisons fuel

***Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations EIS***

***Appendix B6 Public Hearing Transcripts, Responses to Comments, and Written Comments on the Draft EIS***

Comment Number	Name/Agency	Date	Comment	Response
			<p>morning and certain atmospheric conditions, and there's a very strong smell of kerosene.</p> <p>Now, I've heard that this is because of the warm-up process and prevailing winds. I've also heard that it's necessary to jettison fuel in order to land or take off or something. But it's distressing.</p> <p>It's perhaps better that I would ask the question rather than try to make a formal statement here, and the question would be, with the new tankers, which I'm sure are probably environmentally more friendly than the KC-135s, given that the 8 aircraft would be replaced by 12, would there be more of this jet fuel in the air over my house? I have honey bees that aren't doing well. That probably is the case almost everywhere. I have a vegetable garden, which is pretty much organic, and I think it's important to really consider the environment [Pease].</p> <p>The City of Portsmouth and State of New Hampshire have always been very supportive of the military base there, but the people in Newington are the ones that really experience the downside. I have TCE in the water that runs through my property. I don't have to drink that water, but there are environmental impacts, and I just would like to be reassured that the amount of fuel in the air vapor is not going to increase due to the increased aircraft.</p>	during an emergency situation and it is not a daily practice to jettison fuel anywhere including at the end of the runway at Pease ANG.
94-1	Jeromy Applegate, OH USFWS	4/7/14	Relative to the subject project, you have made a determination that the project will have no effect on the federally endangered Indiana bat [Rickenbacker]. Because you have made a "no effect" determination, consultation (and FWS concurrence) under section 7(a)(2) of the Endangered Species Act is not required.	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.
95-1	Lori Zimmerman, USFWS Pennsylvania Field Office	4/2/14	Except for occasional transient species, no federally listed threatened or endangered species under our jurisdiction are known to occur within the project impact area [Pittsburgh].	Thank you for your comment. The USAF appreciates your input into the environmental impact analysis process. The conclusions of the EIS are consistent with this comment.

Comment Number	Name/Agency	Date	Comment	Response
95-2	Lori Zimmerman, USFWS Pennsylvania Field Office	4/2/14	<p>However, the Pittsburgh Air National Guard Station is within the range of the northern long-eared bat (<i>Myotis septentrionalis</i>), a species that was proposed for listing as an endangered species on October 2, 2013. No critical habitat has been proposed at this time. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective, the prohibition against jeopardizing its continued existence and “take” applies <b>regardless of an action’s stage of completion</b>. Therefore, to avoid project delays we recommend that the effect of the project on northern long eared bats, and their habitat, be considered during the project planning and design. Additional information about northern long-eared bats, including ecology, habitat descriptions, listing status updates, and possible conservation measures may be found at <a href="http://www.fws.gov/midwestlendangered/mammals/nlba/index.html">www.fws.gov/midwestlendangered/mammals/nlba/index.html</a> (click on Northern Long-eared Bat Interim Conference and Planning Guidance). We are available to discuss potential conservation measures specific to your project design.</p>	<p>Thank you for your comment. No habitat or potential habitat for the long-eared by is located within the proposed construction area.</p>
95-3	Lori Zimmerman, USFWS Pennsylvania Field Office	4/2/14	<p>The Service is the principal Federal agency charged with protecting and enhancing populations and habitat of migratory bird species. The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. While the MBTA has no provision for authorizing incidental take, the Service recognizes that some birds may be killed even if all reasonable measures to avoid take are implemented.</p> <p>The potential exists for avian mortality from habitat destruction and alteration within the project boundaries. Site-specific factors that should be considered in project siting to avoid and minimize the risk to birds include avian abundance; the quality, quantity and type of habitat; geographic location; type and extent of bird use (e.g. breeding, foraging, migrating, etc.); and landscape features. Please review the enclosed information for general recommendations for avoiding and minimizing impacts to migratory birds within and around the project area [Pittsburgh]. Please be aware that since these are general guidelines, some of them may not be applicable to the current project design or they may have already been included in the project design.</p>	<p>Thank you for your comment. Impacts to migratory birds are expected to be minor to negligible under the Proposed Action at Pittsburgh ANG. No habitat would be permanently altered, and noise from construction would be temporary and minimal due to the existing ambient noise levels that occur at the airfield. An increase in levels of operations (e.g., sorties) may result in an increased opportunity for bird-aircraft strikes to occur, including those with migratory birds.</p> <p>Adherence to the existing,</p>

Comment Number	Name/Agency	Date	Comment	Response
			<i>To avoid potential delays in reviewing your project, please use the above-referenced USFWS project tracking number in any future correspondence regarding this project.</i>	BASH program would minimize the risk of bird/wildlife aircraft strikes.
97-1	Jonathan Kinney, New Jersey Historic Preservation Office	5/12/14	Please submit a hard copy of the building evaluation with a cover letter to our office requesting a formal concurrence with the “not eligible” determination [JB MDL]. We will respond upon receipt of that documentation. Please let me know if you have any questions.	A hard copy of the building evaluation has been sent to your office requesting formal concurrence.

United States Senate

WASHINGTON, DC 20510

March 5, 2014

Lieutenant General Stanley E. Clarke III  
Director, Air National Guard  
1000 Air Force Pentagon  
Washington, DC 20330-1000

Dear General Clark,

As the Air Force completes the environmental impact process associated with the second KC-46A main operating base, we write to reiterate our enthusiastic support for the Air Force's selection of Pease Air National Guard Base to serve as the first home for KC-46As in the Air National Guard. The strategic advantages of Pease, the performance of the 157th Air Refueling Wing (ARW), the strong public support for the base and its refueling mission, as well as the lack of environmental concerns continue to make Pease the best location in the Air National Guard for the KC-46A.

As you know, Pease is located only minutes from the most important refueling tracks for U.S.-based aircraft heading to the Middle East, Europe, and Africa and can support a range of training and operational missions. In fact, Pease is 12 minutes from the Coronet routing to Europe and the Middle East and ideally positioned to support the OPLAN 8010 mission. Proximity to these critical refueling tracks saves time and money, ensuring an outstanding value for the Air Force.

Pease also stands out because of its existing infrastructure to support the KC-46A. Pease has nearly one million gallons of bulk fuel storage and parking for up to 19 of the new aircraft. In addition to having one of the largest aircraft parking ramps in the Air National Guard, Pease has one of the longest runways in the Northeast and an absence of any environmental issues that would impede the basing and operation of the KC-46A.

In addition to these major assets at Pease, the most important asset is the men and women of the 157th ARW—whose expertise and commitment make them the best air refueling unit in the Air Force. From fiscal years 2011 to 2013, through supporting operations in Afghanistan, Libya, and Iraq, as well as Coronet missions, Pease has flown almost 13,000 operational hours, achieving the highest aircraft utilization of any Air National Guard KC-135 unit. Additionally, the 157th ARW was number one in operational support to Combatant Commanders—flying more operational hours than any other Air National Guard refueling unit, including units with significantly more aircraft.

The 157th ARW has developed a mature, high-performing active duty association that seamlessly integrates with the reserve component to form a highly functional unit capable of meeting the demands of the active component and the Air National Guard. Through working closely and effectively with its active associate, the 157th ARW has earned 11 Air Force Outstanding Unit Awards, while maintaining a retention rate near 100 percent. During fiscal year 2013, Pease's active associate averaged 105 days per person per year on temporary duty



assignment, the highest among all active duty and associate air refueling wings which averaged 92 days per person over the same period.

In short, an optimal strategic location, a top-performing air refueling unit, an absence of environmental concerns, and a supportive community and Congressional delegation combine to make clear that Pease Air National Guard Base represents the best possible location in the Air National Guard for the KC-46A.

Thank you for your service to our country. We look forward to working with you and the Air National Guard to welcome the KC-46A to Pease.

Sincerely,

  
Kelly A. Ayotte  
United States Senate

  
Jeanne Shaheen  
United States Senate

From: Jim Colbert [[mailto:](#)] 1  
Sent: Friday, March 07, 2014 11:26 AM  
To: ANGRG/NGB/A7A NEPA COMMENTS  
Cc:  
Subject: KC-46A BeddownEIS

I fully support the proposed beddown of the KC-46A refueling aircraft at the Pease ANG base in Newington NH

I do not believe this will have a negative impact on the environmental impact on the area. Pease has been here for a long time and the facilities here are second to none.

The arrival of this aircraft will surely create more jobs and bring more money to the State and help boost the economy..

The 157th air refueling wing would be the ideal unit receive this aircraft because of its past and present mission accomplishments.

Thank You,

Sincerely, James L. Colbert USAF, ret

Portsmouth, NH 03801



## United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
15 State Street – Suite 400  
Boston, Massachusetts 02109-3572



March 24, 2014

9043.1  
ER 14/0069

Anne Rowe  
NGB/A7AM  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762

**RE: COMMENTS**

**Draft Environmental Impact Statement (DEIS)  
Modification of the Second Main Operating Base KC-46A Beddown  
Alternative Air National Guard Installations, NH, NJ, KS, PA, and OH**

Dear Ms. Rowe:

The U.S. Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for Modification of the Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations, NH, NJ, KS, PA, and OH. The Department has no comment on the DEIS.

Thank you for the opportunity to review and comment on this document. Please contact me at (617) 223-8565 if I can be of assistance.

Sincerely,

Andrew L. Raddant  
Regional Environmental Officer





U.S. Department  
Of Transportation

**Federal Aviation  
Administration**

Central Region  
Iowa, Kansas  
Missouri, Nebraska

901 Locust  
Kansas City, Missouri 64106-2325

March 3, 2014

Ms. Anne Rowe  
Plans and Requirements Branch  
National Guard Bureau  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Re: Draft Environmental Impact Statement for the Second Main Operating Base KC-46A Beddown at  
Alternative Air National Guard Installations  
Forbes Field, Topeka, Kansas – One of Five Alternative Locations

Dear Ms. Rowe:

We have received your letter dated February 1, 2014. We generally do not provide comments from an environmental perspective.

Airspace Considerations

If Forbes Field is the selected location, the project will require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace.

I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed with FAA at <http://ocaaa.faa.gov>.

I encourage you to file a request for airspace study as quickly as possible if and when Forbes Field is selected in order to determine if there are any potential effects to the airport from the proposed project. Be sure to submit information for any roads, objects, and temporary construction equipment (e.g. cranes).

More information on this process may be found at:  
<http://www.faa.gov/airports/central/engineering/part77/>

If you have questions, please contact me at [glenn.helm@faa.gov](mailto:glenn.helm@faa.gov) or 816-329-2617.

Sincerely,

Glenn Helm, P.E.  
Environmental Specialist

cc: Jeff Deitering, ACE-611D (e-mail only)

NOTE: This letter was e-mailed to [ang.env.comments@ang.af.mil](mailto:ang.env.comments@ang.af.mil) No hard copy will follow.

4-1

4-2

15 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

I am writing in support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. The two airports are located within miles of each other and provide access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true "In Land Port". This is unparalleled low cost joint use surge capability that would benefit a KC-46 operation.

Teamed with the Defense Logistics Agency, also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

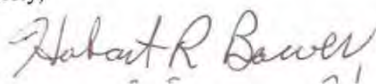
Located within 1 hour flight time to 60% of the US population, Columbus is the ideal departure point for homeland defense and security. Additionally, the Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul world- wide delivery.

Columbus, Ohio is the 15<sup>th</sup> largest city and rated the 11<sup>th</sup> most military friendly city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. In short, Columbus and the surrounding communities are ready for the KC-46.

I think you can see that bringing the KC-46 to Rickenbacker would be the most low cost/high capability choice that can be made. I implore you to station the KC-46 at Rickenbacker Air National Guard Base.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,





March 14, 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

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■ Economic Development  
5800 Shier Rings Road  
Dublin, Ohio 43016  
phone 614.410.4618  
[www.dublinohio.gov](http://www.dublinohio.gov)

The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. The two airports are located within miles of each other and provide access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true "In Land Port." This is unparalleled low cost joint use surge capability that would benefit a KC-46 operation.

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

Dana McDaniel  
Development Director

DLM/tb





**MUNICIPAL BUILDING**  
655 Blacklick Street  
Groveport, OH 43125  
614-836-5301  
FAX: 614-836-1953  
[www.groveport.org](http://www.groveport.org)

March 13, 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

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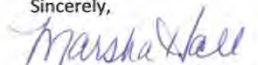
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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

  
Marsha Hall, Administrator  
City of Groveport, Ohio

*Town Hall 648 Main Street, Groveport, Ohio 43125*  
*Recreation Center 7370 Betz Way, Groveport, Ohio 43125*  
*Public Works 7400 Groveport Road, Groveport, Ohio 43125*  
*The Links at Groveport 1005 Richardson Road, Groveport, Ohio 43125*



**JEFF HALL**  
NEWARK CITY MAYOR

City Hall  
40 West Main Street  
Newark, Ohio 43055-5531  
www.newarkohio.net

(740) 670-7510  
jhall@newarkohio.net

March 14, 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Sir:

I am writing in support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

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Teamed with the Defense Logistics Agency, also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

Located within 1 hour flight time to 60% of the US population, Columbus is the ideal departure point for homeland defense and security. Additionally, the Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul world-wide delivery.

Columbus, Ohio is the 15<sup>th</sup> largest city and rated the 11<sup>th</sup> most military friendly city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. In short, Columbus and the surrounding communities are ready for the KC-46.

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

Jeff Hall



CITY OF | **UPPER  
ARLINGTON**

3600 Tremont Road • Upper Arlington, Ohio 43221-1595  
Phone: 614-583-5000 • Fax: 614-457-6620 • TDD: 614-442-3216  
[www.uaoh.net](http://www.uaoh.net)

March, 17<sup>th</sup> 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

I am writing in support of bringing the KC-46A “Pegasus” to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. The opportunity to engage in meaningful local partnerships around Rickenbacker Air National Guard Base offers greater capabilities than previous assessments indicate.

Rickenbacker and Columbus International Airport are located within 25 miles of each other and are both governed by the Columbus Regional Airport Authority. These two major airports are located within miles of each other and provide access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true “In Land Port”. The KC-46 operation would benefit greatly from leveraging this unparalleled low cost joint use surge capability.

Teamed with the Defense Logistics Agency, also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

Columbus is the ideal departure point for homeland defense and security operations because it is located within a 1 hour flight time to 60% of the US population. Additionally, the Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul world-wide delivery.

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— 002 —

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

A handwritten signature in black ink, appearing to read "Theodore J. Staton". The signature is stylized with a large, looped "T" and a cursive "S".

Theodore J. Staton  
City Manager

March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Join Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



March 2014

The Honorable Deborah Lee James  
Secretary of the Air Force  
1670 Air Force Pentagon  
Washington, DC 20330-1670

Dear Madam Secretary:

I am writing in support of bringing the KC-46A “Pegasus” to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

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Sincerely,

15 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

I am writing in support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. The two airports are located within miles of each other and provide access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true "In Land Port". This is unparalleled low cost joint use surge capability that would benefit a KC-46 operation.

Teamed with the Defense Logistics Agency, also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

Located within 1 hour flight time to 60% of the US population, Columbus is the ideal departure point for homeland defense and security. Additionally, the Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul world- wide delivery.

Columbus, Ohio is the 15<sup>th</sup> largest city and rated the 11<sup>th</sup> most military friendly city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. In short, Columbus and the surrounding communities are ready for the KC-46.

I think you can see that bringing the KC-46 to Rickenbacker would be the most low cost/high capability choice that can be made. I implore you to station the KC-46 at Rickenbacker Air National Guard Base.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

*Robert C. Burelli*  
*LTC USA (Ret)*

*The decision fits the "Common Sense" Test*  
*A No Brainer!*



March 24, 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

As chairman of Columbus City Council's Veterans Affairs Committee, and as a Vietnam era veteran, I know firsthand the powerful positive impact military installations can have on a community. Rickenbacker Air National Guard Base and various defense related facilities in the Columbus area employ some 13,000 people, with an estimated annual economic impact of nearly \$3 million.

That is why I am writing you in support of bringing the KC-46A "Pegasus" to Rickenbacker. In my role as a City Councilmember, I have spent time with the men and women of the 121st Air Refueling Wing and have participated in training missions with them. They are a professional, combat ready operation that plays a vital role in support of protecting American interests both at home and abroad.

As you are aware, Rickenbacker is prepared to serve as the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. The two airports are located within miles of each other and provide access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true "In Land Port." This is unparalleled low-cost joint-use surge capability that would benefit a KC-46 operation.

Teamed with the Defense Logistics Agency, which is located near the airport, the 121st Air Refueling Wing can be a key partner in cargo delivery for the Air Force.

Located within an hour's flight to 60% of the US population, Columbus is the ideal departure point for homeland defense and security. Additionally, the Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul worldwide delivery.



HEARCEL F. CRAIG, MEMBER OF COUNCIL

City Hall | 90 West Broad Street | Second Floor | Columbus OH 43215 | T (614) 645.7380 | F (614) 645.7399 | columbuscitycouncil.org



Columbus is America's 15th largest city and has been rated the 11th most military friendly city in the country. The city recently received an Employer Support of the Guard and Reserve award. Columbus and its surrounding communities are ready for the KC-46.

Rickenbacker Air National Guard Base is ready to be the low-cost, high-capability home for the KC-46. I urge you to bring the Pegasus to Columbus.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

A handwritten signature in black ink that reads "Hearcel F. Craig". The signature is written in a cursive style with a large, stylized "H" and "C".

Hearcel F. Craig  
Member, Columbus City Council



HEARCEL F. CRAIG, MEMBER OF COUNCIL

City Hall | 90 West Broad Street | Second Floor | Columbus OH 43215 | T (614) 645.7380 | F (614) 645.7399 | columbuscitycouncil.org

18 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



Reynoldsburg OH43068

From: ohiotaskforce [mailto: ]  
Sent: Monday, March 24, 2014 4:07 PM  
To: ANGRC/NGB/A7A NEPA COMMENTS  
Subject: support

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall

3501 Fetchet Avenue

Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely

Victor Wilson



Kristin Cruikshank

Columbus, OH 43214

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



Col (Ret) Richard D Emmons  
Hilliard OH 43026-3009





## Fairfield County Board of Commissioners

### COMMISSIONERS

Steven A. Davis  
David L. Levacy  
Mike Kiger

### EXECUTIVE DIRECTOR

Carri L. Brown

### CLERK

Rachel A. Elsea

March 18, 2014

KC-46A EIS Project Manager, NGB/A&AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Sir:

We are writing in support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

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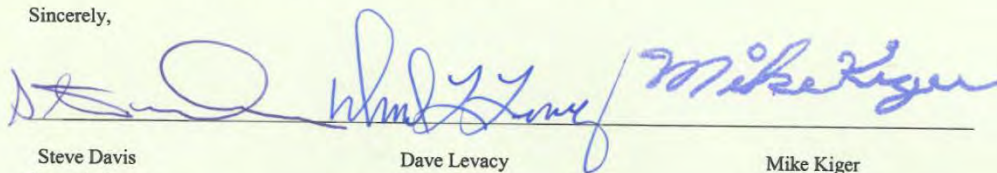
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We think you can see that bringing the KC-46 to Rickenbacker would be the most low cost/high capability choice that can be made. We implore you to station the KC-46 at Rickenbacker Air National Guard Base.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

  
Steve Davis                      Dave Levacy                      Mike Kiger  
Commissioner                      Commissioner                      Commissioner

Fairfield County Commissioners Office • 210 E. Main Street, Room 301  
Lancaster, Ohio 43130-3879 • (740) 652-7090 • Fax: (740) 687-6048

15 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

  
DAVID E. JACKSON  
COL AFS ROT



15 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

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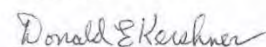
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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

  
Donald E Kershner

Columbus, Oh 43232



**Military Officers Association of America  
CENTRAL OHIO CHAPTER**

[www.moaacentralohio.org](http://www.moaacentralohio.org)

16 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

As President of the Military Officers Association of America (MOAA) Central Ohio Chapter, I represent approximately 400 former and retired officers of the uniformed services of the United States.

I am writing to you in support of assigning the KC-46A "Pegasus" aircraft and mission to Rickenbacker Air National Guard Base in Ohio. I am certain you are aware that Rickenbacker is prepared to accept the new role of the main operating base of the KC-46A today. However, what previous assessments may not have been able to illustrate is how much capability Rickenbacker Air National Guard Base offers through its local operating partnerships and its physical proximity to key mission-enhancing support activities.

The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. The two airports are located within miles of each other and provide access to four heavy-lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true "Inland Port". This is an unparalleled low cost joint use surge capability that would benefit the KC-46A operational mission.

Teamed with the Defense Logistics Agency, also located in Columbus and adjacent to the airport, the 121<sup>st</sup> Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

Located within a one-hour of flight time to 60% of the US population, Columbus is the ideal departure point for homeland defense and security. Additionally, the Columbus based KC-46A mission would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul world-wide delivery.

Columbus, Ohio is the 15<sup>th</sup> largest city and is rated the 11<sup>th</sup> most "military friendly" city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. In short, Columbus and the surrounding communities are an ideal location for the main operating base of the KC-46A mission and is ready to accept this important responsibility.

● Page 2

March 16, 2014

I trust you will agree that assigning the KC-46A mission to this central Ohio location would be the most low cost/high capability choice that can be made. I urge you to recommend stationing the KC-46A aircraft and mission at Rickenbacker Air National Guard Base.

On behalf of the members of the MOAA Central Ohio Chapter, thank you for your support of Rickenbacker Air National Guard Base as the future location of this important aircraft and its critical mission to the defense of the United States.

Sincerely,

A handwritten signature in blue ink, reading "Joseph A. Machado".

Joseph A. Machado  
LTC USA (Ret)  
President, MOAA Central Ohio Chapter



15 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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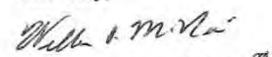
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I think you can see that bringing the KC-46 to Rickenbacker would be the most low cost/high capability choice that can be made. I implore you to station the KC-46 at Rickenbacker Air National Guard Base.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

  
WILLIAM A. MCNEER  
COL-USA - RETIRED

BALTIMORE OHIO  
43105

March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

*Michael Myers, Lt Col, CHANG, Retired*

KC-46A EIS Project Manager, NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

March 11, 2014

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Teamed with the Defense Logistics Agency (located in Columbus by the airport), the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

Because of its location within 1 hour flight time to 60% of the U.S. population, Columbus is the ideal departure point for homeland defense and security. Additionally, the Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific for long haul world-wide delivery.

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



LtCol Rex A. Mykrantz  
Ohio Air National Guard

Hilliard, OH 43026-7332



March 2014

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NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Sincerely,

*Marlene Packer 14 March 2014*

3/15/14

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall

3501 Fetchet Avenue

Joint Base Andrews MD 20762-5157

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Teamed with the Defense Logistics Agency, also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

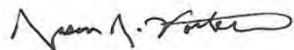
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Columbus, Ohio is the 15th largest city and rated the 11th most military friendly city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. In short, Columbus and the surrounding communities are ready for the KC-46.

I think you can see that bringing the KC-46 to Rickenbacker would be the most low cost/high capability choice that can be made. I implore you to station the KC-46 at Rickenbacker Air National Guard Base.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



Jason J. Porter, M.D.

LtCol, Senior Flight Surgeon, Ohio Air National Guard

Rickenbacker, Columbus, Ohio

March 17, 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

I am writing in support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base. As you know, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. However, what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

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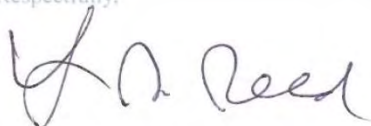
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Thank you for your support of Rickenbacker Air National Guard Base.

Respectfully,



Laurence D. Reed  
Captain, U.S. Public Health Service (Ret.)

Loveland, Ohio 45140-5501



March 14, 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir:

I am writing in support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base. As you are aware, Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today. But what the previous assessments have not been able to show is how much capability Rickenbacker Air National Guard Base offers with their local partnerships.

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award. In short, Columbus and the surrounding communities are ready for the KC-46.

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Thank you for your support of Rickenbacker Air National Guard Base.

Regards,



Jean Carter Ryan  
President

March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Columbus, Ohio is the 15<sup>th</sup> largest city and rated the 11<sup>th</sup> most military friendly city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. In short, Columbus and the surrounding communities are ready for the KC-46.

I think you can see that bringing the KC-46 to Rickenbacker would be the most low cost/high capability choice that can be made. I implore you to station the KC-46 at Rickenbacker Air National Guard Base.

Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

*Richard M. Schneider*  
COL USAF RET  
2nd Vice President, Ohio Council of Chaplains  
Military Officers Association of America



**Ohio Senate**  
Senate Building  
1 Capitol Square  
Columbus, Ohio 43215  
(614) 466-8082

**Joseph W. Uecker**  
State Senator  
14th District

March 18, 2014

Dear Secretary,

I am writing to express my full support of bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base in Columbus, Ohio. I believe that Rickenbacker is not only prepared to take on this new role, but that the partnerships which Rickenbacker possesses with local agencies exhibit their ability to adequately perform as the main operating base of the KC-46.

As you may know, Columbus is not only the 15<sup>th</sup> largest city, but it was also rated the 11<sup>th</sup> most military friendly city in America. Teamed with the Defense Logistics Agency and the 121 Air Refueling Wing in Columbus, Rickenbacker would be a key partner in cargo delivery for the Air Force.

Additionally, The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. Located within two miles of each other, these two airports provide access to four heavy lift capable runways.

The CRAA also governs the Rickenbacker Intermodal which combines rail head traffic, road traffic and distribution and warehouse facilities into a true "In Land Port". This joint use allows for low cost and high capability which I believe would be beneficial to a KC-46 operation.

As Columbus is located within 1 hour flight time to 60% of the population in the United States it is the ideal departure point for homeland defense and security. The Columbus based KC-46 would be sharing the runways with Fed Ex, UPS, Cargo Lux and Cathay Pacific allowing for long haul world-wide delivery. With the characteristics mentioned, I hope you will see that Rickenbacker Air National Guard base is a low cost and high capability choice for the station of the KC -46.

I thank you for your time and consideration. Please feel free to contact my office if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Joseph W. Uecker". The signature is fluid and cursive.

Joe Uecker  
District 14

**Contact Info**  
Phone: 614.466.8082  
Email: uecker@ohiosenate.gov

**Committees**  
State Government and Oversight Reform – Vice Chair • JCARR  
Finance: Subcommittee on Education • Energy and Natural Resources  
Civil Justice • Commerce and Labor • Public Safety • Public Utilities



15 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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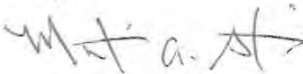
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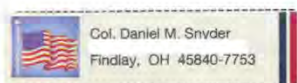
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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

  
Martin A Stires  
Lt. Col. USAF (Ret.)





KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,

*Daniel M. Snyder COL (ret) OAWG*

14 March 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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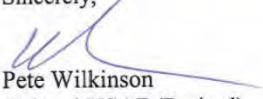
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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,



Pete Wilkinson  
Colonel USAF (Retired)  
MOAA Central Ohio Past President

From: petewilkinson [mailto: [\]  
Sent: Sunday, March 16, 2014 4:21 PM  
To: ANGRC/NGB/A7A NEPA COMMENTS  
Cc: petewilkinson  
Subject: KC-46A Assignment to Rickenback Air National Guard Base](#)

KC-46A EIS Project Manager

NGB/A7AM, Sheppard Hall

3501 Fetchet Avenue

Joint Base Andrews MD 20762-5157

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Sincerely,

Pete Wilkinson

Colonel USAF (Retired)

MOAA Central Ohio Past President

Pete Wilkinson

15 March 2014

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NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

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Thank you for your support of Rickenbacker Air National Guard Base.

Sincerely,







## CITY OF TOPEKA

Larry E. Wolgast, Mayor  
City of Topeka  
215 SE 7<sup>th</sup> Street  
Topeka, KS 66603  
(785) 368-3895  
(785) 368-3850 fax

March 12, 2014

The Honorable Deborah James  
Secretary of the Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

General Mark A. Welsh  
Chief of Staff- United State Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

Dear Secretary James and General Welsh:

I am writing in support of bringing the first Air National Guard KC-46A Main Operating Base with the 190<sup>th</sup> Air Refueling Wing to the Forbes Field Air National Guard Base in Topeka, KS. The City of Topeka has been honored to be the home of the 190<sup>th</sup> Air Refueling Wing and our community has demonstrated that it is well suited to support the men and women who will be serving the new KC-46A.

Topeka is home to multi-generational military families whose parents or grandparents came to Forbes Air Force Base as part of the Strategic Air Command---men and women who stayed to start a family, buy a home, join the workforce. These men and women brought talent, energy, and leadership skills which melded well with our goals and Topeka has prospered because of their contributions. We are a better city because of their presence and our community remembers. The ties that bind us together are strong and the lines between civilian and military are indistinguishable. This indelible characteristic can't be measured but we know it is the heart and soul of who we are.

The Greater Topeka Chamber of Commerce has done an outstanding job providing you with the myriad of facts for this request. I proudly endorse their comments on behalf of the City of Topeka. I am especially honored to extol the attributes of this community and its people.

We are excited about the opportunities we have to offer and I personally encourage you to consider Forbes Field Air National Guard Base as the new home for the Air National Guard KC-46A Main Operating Base. We are ready to provide support in any way possible.

Thank you for your consideration. We look forward to working with you.

Sincerely,

Larry E. Wolgast



MARGARET WOOD HASSAN  
Governor

STATE OF NEW HAMPSHIRE  
OFFICE OF THE GOVERNOR

March 6, 2014

KC-46A EIS Project Manager  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Friends:

I regret that I am not able to be with you in person for today's public hearing, but on behalf of the State of New Hampshire, I write to express my strong support for the beddown of the new KC-46A aircraft at Pease Air National Guard Base in Newington, New Hampshire.

The Pease Air National Guard Base is the ideal location for the KC-46A air refueling tankers. The base is strategically located on the East Coast of the United States, translating to considerable time and cost savings for all eastbound support operations. In addition, much of the infrastructure needed to successfully implement the KC-46A aircraft is already in place at Pease. This infrastructure includes the longest Air National Guard runway and parking ramp in the northeast, air traffic control, security and customs, and fire protection.

The 157<sup>th</sup> Air Refueling Wing and the 64<sup>th</sup> Air Refueling Squadron stationed at Pease are the best options to support the operation of the new KC-46A aircraft. The 157<sup>th</sup> Air Refueling Wing is a model unit, made up of brave, skilled airmen who consistently exceed expectations in the participation of both military and homeland defense operations. Since their assignment to the 157<sup>th</sup> Air Refueling Wing in 2009, the 64<sup>th</sup> Air Refueling Squadron has fully integrated into the wing, and their performance has rated as outstanding.

Bringing the KC-46A air refueling tankers to Pease will also benefit our Seacoast communities and economy, bringing more jobs to the region and helping the base generate an even greater positive economic impact.

36-1

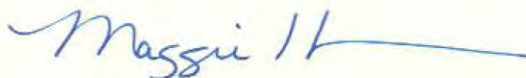
107 North Main Street, State House - Rm 208, Concord, New Hampshire 03301  
Telephone (603) 271-2121 • FAX (603) 271-7640  
Website: <http://www.nh.gov/> • Email: [governorhassan@nh.gov](mailto:governorhassan@nh.gov)  
TDD Access: Relay NH 1-800-735-2964

Letter for KC-46A Public Hearing  
March 6, 2014  
Page 2

Our state has a proud tradition of military service dating back to the founding of the New Hampshire National Guard nearly 400 years ago. Today, the men and women of our Air National Guard continue this tradition of military service. Our New Hampshire airmen and soldiers are true heroes who have proven their dedication and courage time and again.

The assignment of the KC-46A tankers to Pease will be good for the Air National Guard, the State of New Hampshire and our economy. It is an honor to be selected by the Air Force to base the KC-46A refueling tankers at Pease.

With every good wish,

A handwritten signature in blue ink, reading "Margie H", with a long horizontal flourish extending to the right.

Margaret Wood Hassan  
Governor

107 North Main Street, State House - Rm 208, Concord, New Hampshire 03301  
Telephone (603) 271-2121 • FAX (603) 271-7640  
Website: <http://www.nh.gov/> • Email: [governorhassan@nh.gov](mailto:governorhassan@nh.gov)  
TDD Access: Relay NH 1-800-735-2964



From: [mailto: ]  
Sent: Friday, March 07, 2014 12:59 PM  
To: ANGRC/NGB/A7A NEPA COMMENTS  
Subject: KC-46A Beddown EIS"

I am the surviving spouse of a 28 year veteran of the USAF. Our last duty station was Pease AFB, 509th Bomb Wing, Strategic Air Command. He felt that Pease was one of the best laid out, and functionally prepared air bases, for any aircraft that ever needed to land here, regardless of size and speed. Aircraft are always in the process for change. I remember at Wright Patterson AF base when the huge B29 came there for a home base after the war. Many thought it too large, but perhaps it is still there and useful. Another base was in the Azores when the KC 135 came for a visit. It was huge, therefore, comments about the ability of the field to operate were bandied about, but it served it's purpose.

Now Pease is the ideal place to handle the KC-46A because of the excellent runways and service crews that can handle anything at the 157th Air Refueling Wing, of the Air National Guard and Air Force 64th Refueling Squadron. We embrace the idea of hosting the KC-46A here at Pease, as well as the population here in Portsmouth, NH.; that is a ready made Military town along with the Navy Base across the river. WELCOME

Thank you,  
Barbara N Hayes,  
(spouse of deceased, Maj. Herman H Hayes)

From: Nancy Holloway [<mailto:>]  
Sent: Monday, March 10, 2014 6:11 PM  
To: ANGRG/NGB/A7A NEPA COMMENTS  
Cc: Nancy Holloway  
Subject: KC-46A Beddown EIS

I missed the community meeting at Rickenbacker, so I'm sending a quick message in support of assigning the new squadron of KC-46A refueling tankers to Rickenbacker ANGB. I live in the area and briefly reviewed the EIS at the library. I am in complete support of bringing the new aircraft here and all the modifications necessary to accomplish it. The base and all activities that occur there enrich our community. Thank you.

--

Nancy A. Holloway

Canal Winchester, OH 43110

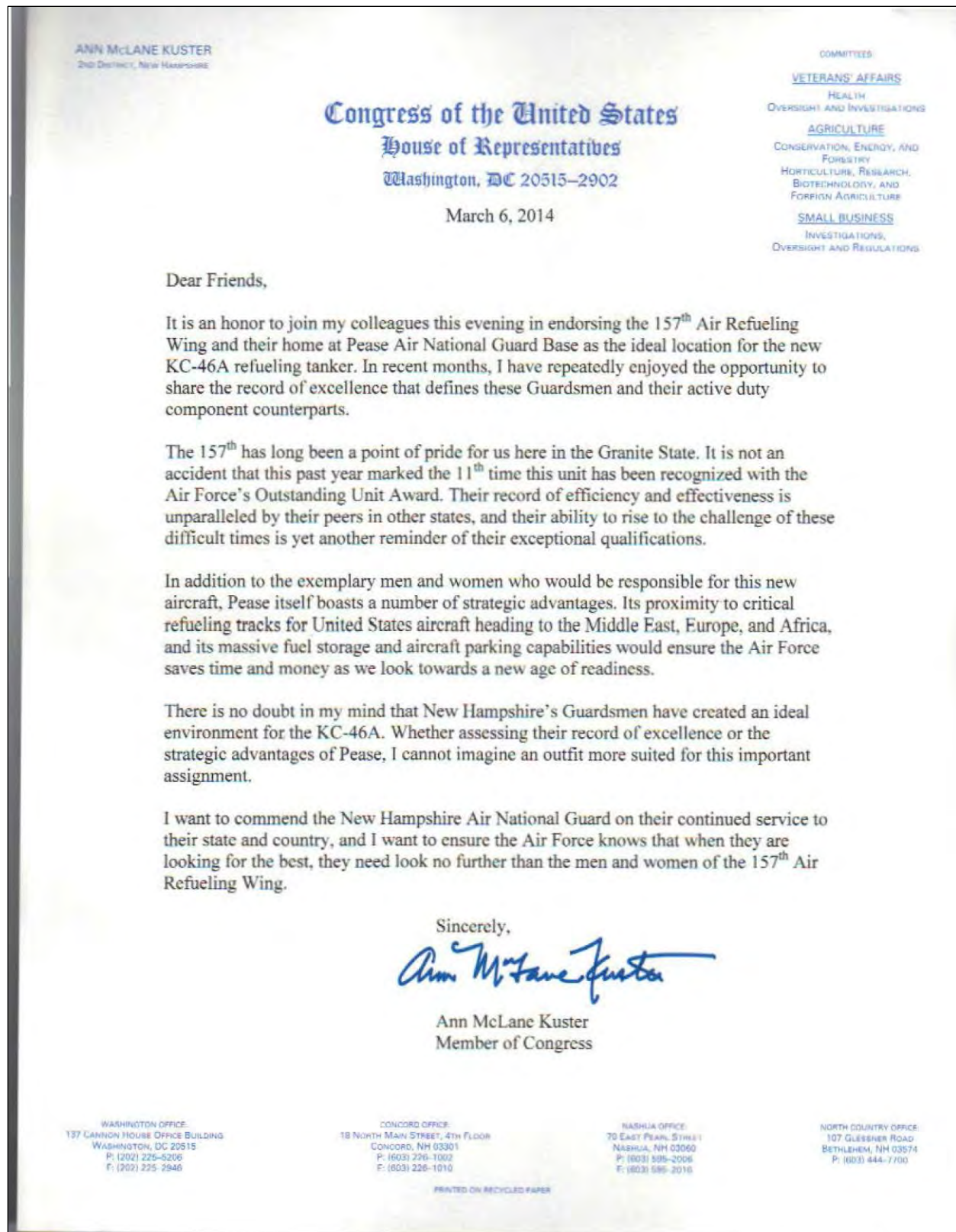
From: Kidd, Emmanuel CW3 USARMY NG OHARNG (US)  
[mailto: ]  
Sent: Wednesday, March 12, 2014 11:49 AM  
To: ANGRG/NGB/A7A NEPA COMMENTS  
Subject: KC-46A to Ohio (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Bring the KC-46A to Ohio, Rickenbacker is ready. I've worked around Rickenbacker, as part of the Co. D 1/137th AVIM for 14 years. The experience level at 121 ARW is second to none. The surrounding communities and Ohio are ready for this new challenge. Ohio is the leap forward in efficiency and capability the KC-46 needs for the success of the nation.

Regards,  
Emmanuel Kidd  
CW3, OD  
Training Admin/WOCS Course Manager

"STRENGTH IN KNOWLEDGE"





From: Ron Manuel [<mailto:>] ]  
Sent: Sunday, March 23, 2014 3:55 PM  
To: ANGRC/NGB/A7A NEPA COMMENTS  
Cc: RETIREES160ARG; Ron Manuel  
Subject: Subject: KC-46A Beddown EIS

Ronald Douglas Manuel

Columbus, Ohio 43207  
SMS USAF Retired  
email: >

NGB Environmental Group On Bed-down of KC-46A MOB 2 Rickenbacker ANG as #1 operating base.

\*

The NAAQS and are below the pollutant emissions for the PSD/de minimus and are not subject to this regulation.

\*

Rickenbacker ANG 121 ARW is already flying the required hours/sorties required by the new KC-46A aircraft.

\*

The maintenance capability is already in place (now supporting 18 KC-135R's and their training commitments) with a full maintenance capability rate.

\*

There are two runways that fully operational and they are both over 2 miles long.

\*

The civilian version of the aircraft is already flown by some of our ANG pilots, this would reduce the training needed for the new refueling aircraft (economies).

\*

The total airfield operations rate would remain at about the same level.

\*

Rickenbacker has fast delivery of parts when needed with commercial carriers (FedEx and UPS, and others) with around the clock delivery and the DSCC and DFAS installation are just up the road from the base.

\*

Our communities around the airfield are used to the activity of the ANG aircraft. Some of the people in the towns don't even now there is a tanker unit at Rickenbacker.

\*

As a community we need these new aircraft to continue the extraordinary conviction and integrity of the "troops" of the Ohio ANG to fly in support of any conflict in the world or of these United States.

\*

The community would not know of the unit's activity during the week if not for the reporting of the local news outlets. The city of Columbus Chamber of Commerce (who have at least 1600 local business support) fully stand behind the unit acquiring the new KC-46A.

\*

41-1

The Ohio ANG is the most efficient and cost effective way of using these aircraft to their full capabilities in support of US Air Force missions.

\*

The towns around RANGS have a large population of people with the technical expertise which will provide a large base of support for new members for the full-time force and the added personnel for the KC-46A.

\*

Our unit and its members and have received many awards from the local communities and from communities around the world at deployed locations for their support in many missions.

\*

And the communities could use the the new jobs for the new aircraft to help support the local economy.

\*

I want to thank you for the time and effort the NGB and the Air Force members have put in to this project. I would hope Rickenbacker would be considered as the number one selection for this important step forward to modernize our tanker fleet as the 121 ARW has all the criteria areas covered.

Sincerely yours,

Ronald D. Manuel, SMS retired USAF  
Local resident of Columbus, Ohio  
Copies of local newspaper articles are attached

41-1  
Cont.

First page Back Continue Last page

#### The military



BARBARA J. PERENC | DUNN

Staff Sgt. Greg Kuetemeyer climbs out of one of the engines of a KC-135R that is undergoing maintenance in a hangar at Rickenbacker Air National Guard Base.

## Rickenbacker makes its case

By Holly Zachariah  
THE COLUMBUS DISPATCH

**T**he soldiers barely had time to shower before meeting the visitors who mattered.

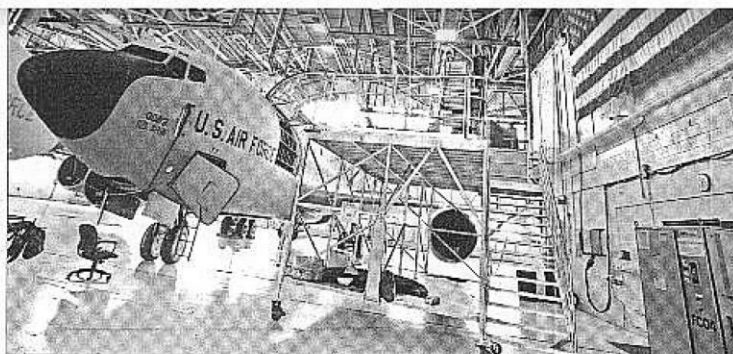
The men and women of the Ohio National Guard's 52nd Civil Support Team had just returned from a week spent helping resolve the West Virginia

water crisis and had rolled in only that morning. Water droplets still glistened on the blue paint of their communications SUV and the rolling laboratory truck they had just cleaned and shined for their special guests.

After all, if the goal is to show the federal government what really goes on at

See Rickenbacker Page B4

First page Back Continue Last page



Rickenbacker is still home to 12 KC-135R refueling jets, although six other planes have been moved to other bases and the base was passed over for getting the first round of replacement aircraft.

### Rickenbacker

FROM PAGE R1

Rickenbacker Air National Guard Base and why it's important to retain its responsibilities, what better way than to let the senator and a host of legislative aides talk to the front-on-the-ground soldiers who went fresh from on-the-ground?

"I don't think most people really have any idea, have any clue, of all the missions that are completed around the world because of the forces that are based right here in Columbus," said Lt. Col. Jeffrey Saver, the commander of the 52nd.

Base leadership is trying to change that, and they're starting with the feds.

Executives from the Columbus Chamber and military commanders recently hosted local business leaders and officials, Sen. Rob Portman and representatives of others in Ohio's congressional delegation to show off what Rickenbacker already has and to bolster its case for what it wants to gain.

"What can we do beginning today to enhance the military value of this base?" Mark Wayda, the vice chief of the joint staff for the Ohio National Guard, asked the assembled group during a daylong event last month. "We must advocate for and defend our operations. We have to tell our story."

Few dispute that the nation's military is shrinking, and the Guard and Reserves have felt particularly under attack. Rickenbacker — a base whose backbone is the 121st Air Refueling Wing, which keeps this country's military flying — already lost six of its KC-135R refueling



Lt. Col. Jeff Saver's Army National Guard unit recently helped with the water crisis in West Virginia.

aircraft. Five went to a base in Meridian, Miss., last year, and pilots from Rickenbacker flew the sixth to its final resting place at what's not always affectionately called the military's aviation "honeyland" in Tucson, Ariz. With them went 181 military positions, including 50 full timers.

There was good news last week, however, when the National Commission on the Structure of the Air Force released its report and clearly called for increasing Air Force Guard and Reserve slots and upping the opportunities for the Guard to work side-by-side with active-duty personnel.

Still, just a few weeks ago, the federal government said it wants to take the Apache helicopters out of the hands of the nation's military reserve and move them to active-duty bases. The move is part of an overall plan to readjust the Army's air power because of budget constraints. The potential loss of Apaches doesn't affect Army Guard operations at Rickenbacker, but it hits the troops.

The Apache is an attack helicopter, and the Black Hawk,

### On the Web

► See photos of Rickenbacker military operations at [Dispatch.com/photos](http://Dispatch.com/photos).

of which Rickenbacker currently has 18, is a workhorse. Base leaders fear that if the Apaches are reallocated, Washington might then try to shuffle the Black Hawks, too.

It also presents an image problem, Brig. Gen. Dana McDaniel, who leads the Ohio National Guard's 73rd Troop Command, headquartered at Rickenbacker, said taking away some of the Guard's attack capability doesn't sit well with anyone.

"It sends a message to the Army Guard that we're not the strategic force we thought we were," McDaniel said.

Anticipated moves such as that are just one of the many reasons the base leadership is trying to improve their value, Wayda said.

Rickenbacker, whose newest KC-135 is a 1964 model, was passed over for the first allotment of next-generation refueling planes. It was announced last year that Pease Air National Guard Base in New Hampshire is expected to take delivery of 12 new KC-46As in federal fiscal year 2016.

Portman told the assembled leaders that Columbus still has a shot at a later round. An environmental assessment to help prove the base can handle the new fleet is underway. He said that when it comes to Ohio's military power, he is "making a full-court press to keep what we have and even expand it."

He added, however, that base commanders and local leaders

must work harder at telling their story.

Michael Hatley, the Chamber's vice president of government relations, said the Columbus region has more than 13,000 military/defense jobs with about \$2.2 billion in assets.

"If that was a private business, we'd be walking over hot coals to keep it intact," he said before the daylong tour of base facilities began. "If we can understand it, we can defend it."

In addition to Portman, those attending the meeting at the base included representatives of the offices of House Speaker John Boehner and Sen. Sherrod Brown. And this month, Hatley and a contingent from the Chamber will head to Washington to meet with congressional leaders on military committees to continue to sell Rickenbacker's story.

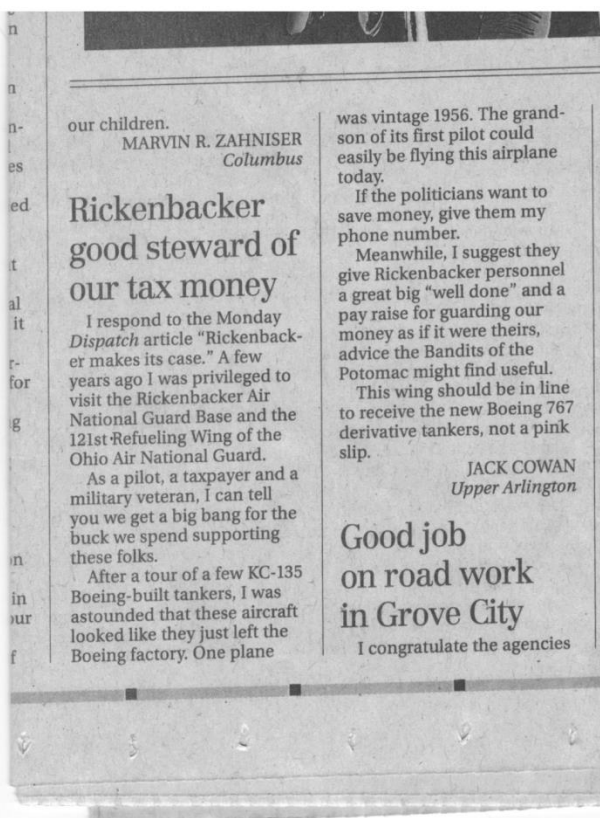
Hatley said that when many people think of Rickenbacker, they think only of the 121st Refueling Wing of the Air National Guard that operates there. But it is so much more, he said.

It's home to, among others, Company B 2nd Battalion 15th Special Forces Group (airborne), Ohio's only Green Berets. There is a Navy Operational Support Center on base, a Homeland Security force and Marines, too. One building even houses the 122nd Army Band.

"We have to be able to show our policymakers, the Washington decision makers, that our mission here is critical," Hatley said. "We can't be reactive. We have to be diligent and alert to protect what is ours."

[hmcneil@dispatch.com](mailto:hmcneil@dispatch.com)  
@hollyzachariah







KC-46A EIS Project Manager  
NGB/A7 AM  
Sheppard Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157  
[ang.env.comments@ang.af.mil](mailto:ang.env.comments@ang.af.mil)

March 17, 2014

The Honorable Deborah Lee James  
Secretary of the Air Force

Subject: "KC-46A Beddown EIS"

Today I'm writing on behalf of the City of Canal Winchester in support of the Rickenbacker AFB Columbus, Ohio Beddown of the KC-46A Aircraft. Rickenbacker has been a large part of our community for more than sixty years and has always been an important and responsible member of our community. The Ohio Air National Guard's 121<sup>st</sup> ARW home at Rickenbacker AFB has a history of outstanding service and performance for many Central Ohio communities and our Nation's refueling missions abroad and at home.

The infrastructure and environment at Rickenbacker is the best there is and its location has made it easily accessible to any part of the United States and our U.S. Capitol within minutes. Additionally refueling missions are accomplished easily from Rickenbacker to the Southeastern part of the United States for its large inventory of Fighter and Cargo aircraft.

Local Central Ohio Communities are strong supporters of The 121<sup>st</sup> ARW, Rickenbacker AFB and its residents, as is Rickenbacker and the 121<sup>st</sup> ARW to our communities. The schools are second to none and will support the additional students the KC-46A Beddown will bring to the area. Our cost of living is low compared to most regions and our amenities make the area quite attractive and appropriate for and active unit.

The City of Canal Winchester and its residents encourage you to continue to support Rickenbacker AFB and the 121<sup>st</sup> ARW with the KC-46A Beddown EIS so it may continue its superior service to our Nation, the service it deserves.

Respectfully,

Michael Ebert

Mayor

[mebert@canalwinchesterohio.gov](mailto:mebert@canalwinchesterohio.gov)

---

CITY OF CANAL WINCHESTER  
36 South High Street, Canal Winchester, OH 43110 p: (614) 837-7493 f: (614) 837-0145 [www.canalwinchesterohio.gov](http://www.canalwinchesterohio.gov)

THE  
NEW ENGLAND  
COUNCIL

March 14, 2014

KC-46A EIS Project Manager  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

**RE: KC-46A Beddown EIS**

To Whom It May Concern:

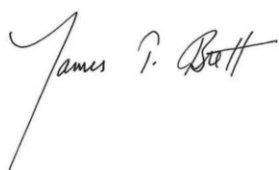
I write today on behalf of The New England Council, the nation's oldest regional business association. The New England Council is an alliance of businesses, academic and health institutions, and public and private organizations throughout New England formed to promote economic growth and a high quality of life in the region. The Council is dedicated to identifying and supporting federal public policies and articulating the voice of its membership regionally and nationally on important issues facing New England.

The Council has a long history as an advocate for our region's military installations and believes firmly that these bases are critical not only to our nation's security, but also to our region's economic wellbeing. As such, we strongly support the selection of Pease Air National Guard Base in Portsmouth, New Hampshire, as the base for the Air Force's new KC-46A mid-air refueling tankers.

Not only is the base well positioned and prepared to welcome these new aircraft, but the selection of Pease would have tremendous economic and other benefits for our region. First, the selection of Pease would bring much-needed new jobs to our region, including 70 full-time and 50 part-time jobs, addition an additional \$7 million to the local payroll. In addition, if Pease is selected, our region's economy and local communities will benefit from \$45 million in military construction. Of course the selection of Pease would also bring a variety of other benefits to our region, including enhanced FEMA region 1 response and increased cargo and aeromedical evacuation capacity.

The New England Council is proud to add our voice to those of Governor Maggie Hassan and the entire New Hampshire Congressional delegation in supporting the selection of Pease Air National Guard Base as the home of the KC-46A. If you have any questions, I can be reached at (617) 723-4009.

Sincerely,



James T. Brett  
President & CEO

The New England Council  
98 North Washington Street • Boston, Massachusetts 02114 • (617) 723-4009  
331 Constitution Avenue, NE • Washington, DC 20002 • (202) 547-9149  
www.newenglandcouncil.com



In reply refer to  
2013-FRA-24671

March 10, 2014

Anne Rowe  
Plans and Requirements Branch  
NGB/A7AM  
3501 Fetchet Avenue  
Joint Base Andrews, Maryland 20762-5157

Dear Ms. Rowe:

Re: MOB 2 KC-46A Beddown Draft EIS  
Rickenbacker ANG, Hamilton and Madison Townships, Franklin County, Ohio

This is in response to correspondence dated February 1, 2014, (received on February 10, 2014) conveying a Draft Environmental Impact Statement prepared by the National Guard Bureau (NGB) to analyze potential impacts of the proposed MOB 2 KC-46A beddown. Rickenbacker Air National Guard Station (ANGS) in Hamilton and Madison Townships, Franklin County, Ohio is one of five alternative locations being considered for this facility.

As stated in our July 2, 2013, letter responding to the NGB's initial correspondence regarding this matter, we reiterate that the Ohio Historic Preservation Office (OHPO) has no involvement in project review under the National Environmental Policy Act, for which the NGB is preparing an Environmental Impact Statement. Rather, we are responsible for advising the agency in its efforts to assess the effects of the project on historic properties under 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC 470).

Appendix B of the Draft EIS contains a September 12, 2013, letter and associated Attachments 1, 2, and 4 from Robert Dogan of the NGB to Lisa Adkins of OHPO initiating Section 106 consultation for this project and concluding that "a potential adverse effect to Hangar 885 (at Rickenbacker ANG) may result from this undertaking." A check of the database that we use to track Section 106-related correspondence suggests that OHPO did not receive Mr. Dogan's September 12, 2013, letter.

Please re-submit this correspondence and the associated attachments – including Attachment 3 (Draft Description of the Proposed Action and Alternatives), which was not included in Appendix B of the Draft EIS – so that we can begin consultation intended to avoid, minimize, or mitigate the adverse effect on historic properties that will apparently result from project implementation.

44-1

**OHIO HISTORICAL SOCIETY**

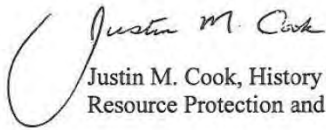
*Ohio Historic Preservation Office*

800 East 17th Avenue, Columbus, Ohio 43211 ph: 614.298.2000 fx: 614.298.2037  
www.ohiohistory.org

Anne Rowe  
March 10, 2014  
Page 2

If you have any questions, please contact me by phone at (614) 298-2000 or by email at [jcook@ohiohistory.org](mailto:jcook@ohiohistory.org). Thank you for your cooperation.

Sincerely,



Justin M. Cook, History Reviews Manager  
Resource Protection and Review

cc: KC-46A Project Manager, NGB/A7AM, Shepperd Hall, 3501 Fetchet Avenue,  
Joint Base Andrews, Maryland 20762-5157  
Robert L. Dogan, REM, GS-13, Plans and Requirements Branch, NGB/A7AM,  
3501 Fetchet Avenue, Joint Base Andrews, Maryland 20762-5157

OHPO Project ID: 2013-FRA-24671

From: ohio-taskforce [mailto: ]  
Sent: Sunday, March 09, 2014 9:18 PM  
Subject: Ohio is fighting for the KC-46

Please consider all of what central Ohio offers before you make a decision.  
The full scope of capability at low cost has not been evaluated by this round  
of assessments. Rickenbacker Air National Base is the right place to bring  
the KC-46- first.

Thank-you  
Victor Wilson

From: Safley, Robin [<mailto:rsafley@pa.gov>]  
Sent: Monday, March 10, 2014 10:01 AM  
To: ANGRC/NGB/A7A NEPA COMMENTS  
Subject: Draft EIS for Second Main Operating Base KC-46A Beddown at  
Alternative Air National Guard Installations

Attached you will find our letter of comment concerning the above referenced project.

Ann Safley | Historic Preservation Specialist

Bureau for Historic Preservation, State Historic Preservation Office  
Pennsylvania Historical and Museum Commission  
400 North Street, 2nd Floor | Harrisburg, PA 17120-0093  
Phone: 717.787.9121





Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
**Bureau for Historic Preservation**  
Commonwealth Keystone Building, 2<sup>nd</sup> Floor  
400 North Street  
Harrisburg, PA 17120-0093  
[www.phmc.state.pa.us](http://www.phmc.state.pa.us)

Anne Rowe  
National Guard Bureau  
A7AM Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

RE: ER# 09-2162-003-B  
DOD: Draft EIS for Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations, Pittsburgh, Air National Guard, Finley Twp., Allegheny Co.

Dear Ms. Rowe:

The Bureau for Historic Preservation (the State Historic Preservation Office) reviews projects in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999 and 2004, and under the authority of the Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988). These requirements include consideration of project potential effects upon both historic and archaeological resources.

Based on our survey files, which include both archaeological sites and standing structures, and the information you provided, it is our opinion that this project has no potential to affect historic properties. Therefore, your responsibility for consultation with the State Historic Preservation Office for this project is complete. Should you become aware, from any source, that historic or archaeological properties are located at or near the project site, please notify the Bureau for Historic Preservation at (717) 783-8946.

46-1

If you need further information in this matter please consult Ann Safley at (717) 787-9121.

Sincerely,

A handwritten signature in dark ink, appearing to read "Doug McLearen".

Douglas C. McLearen, Chief  
Division of Archaeology & Protection

DCMcL/ras





**Penobscot Nation**  
**Cultural and Historic Preservation Department**  
**12 Wabanaki Way, Indian Island, ME 04468**

February 28, 2014

KC-46A EIS Project Manager  
NGB/A7AM  
Sheppard Hall  
3501 Fetcher Avenue  
Joint Base Andrews MD 20762-5157

RE: Draft Environmental Impact Statement for the Second Main Operating Base KC-46A  
Beddown at Alternative Air National Guard Installations

Dear Sir/Madam,

The Penobscot Nation Tribal Historic Preservation Office has reviewed the Draft Environmental Impact Statement for the Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations. The Penobscot Nation recognizes that the Preferred Alternative for the MOB 2 KC-46A Beddown will be located at Pease ANG, New Hampshire.

It is understood that the Proposed Action may result in an increase in the frequency of use and number of operations conducted within the airspace currently used by the KC-135. The Proposed Action states that no new airspace will be required for the KC-46A and the flight operations will be similar to the existing KC-135 aircrafts. The Penobscot Nation would like notification if there is to be a significant change in the flight patterns and a significant change in the airspace that will be utilized during these missions.

47-1

The Penobscot Nation concurs with the Cultural Resources study that there would be no adverse effect upon any Penobscot cultural and/or historical interests within the Project Boundary of this Proposed Action. The Penobscot Nation also concurs that all other potential environmental impacts associated with this Proposed Action will be minimal.

47-2

Thank you for consulting with the Penobscot Nation on the Proposed Action by the United States Air Force.

Sincerely,

Chris Sockalexis, THPO  
Penobscot Nation

From: ] On Behalf Of Joseph  
Pescatello  
Sent: Monday, March 10, 2014 7:47 AM  
To: ANGRC/NGB/A7A NEPA COMMENTS  
Subject: New KC-46A at Pease ANG Base

To Whom It May Concern:

I'm writing to express my concern over locating more refueling tankers at Pease ANG base in New Hampshire. Pease is nestled squarely in a highly residential area and residents for miles around already suffer the effects of regular jet traffic from the existing KC-135s stationed there.

Our homes, schools, parks, churches, etc. already have to live with unhealthy noise at all hours, seven-days-a-week. The smell of jet fuel is overwhelming at times in neighborhoods around the base. There is also a wildlife sanctuary located, literally, at the end of the runway at Pease. I'm very afraid that adding more tankers will have a terrible effect on the environment for both the people and animals who live here.

This area is a quiet enclave in a pristine area on the New England seacoast. As a longterm resident, I urge you to please consider other locations for the new tankers and leave the New Hampshire seacoast as it is.

Sincerely,  
Joseph Pescatello

48-1

GREATER  
**PORTSMOUTH**  
CHAMBER OF COMMERCE

March 06, 2014

KC-46A EIS Project Manager  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

**RE: KC-46A – Pease International Tradeport**

To Whom It May Concern:

I write today on behalf of The Greater Portsmouth Chamber of Commerce (GPCC). It is the mission of the GPCC to be the advocate for its members on issues and community concerns affecting business. Our fundamental objectives are as follows:

- Provide leadership in economic development in the Portsmouth area and in the seacoast.
- Effectively influence decisions about legislative and regional issues of interest to members.
- Identify and serve interest and needs of members, while expanding membership.
- Encourage community development in education, safety, transportation, environment, health, culture and recreation.
- Ensure the future of the organization and its mission through financial stability and growth and development of future Chamber leadership.

The GPCC has a long history as an advocate for the Pease Air National Guard Base (Pease) and believes firmly that this base is critical not only to our nation's security, but also to our region's economic well being. As such, we strongly support the selection of Pease in Portsmouth, New Hampshire, as the base for the Air Force's new KC-46A mid-air refueling tankers. Not only is Pease well positioned and prepared to welcome these new aircraft, but the selection of Pease would have tremendous economic and other benefits for our region. First, the selection of Pease would bring much-needed new jobs to our region, including 70 full-time and 50 part-time jobs, resulting in an additional \$7 million to the local payroll. In addition, if Pease is selected, our region's economy and local communities will benefit from \$45 million in military construction. Of course the selection of Pease would also bring a variety of other benefits to our region, including enhanced FEMA region 1 response and increased cargo and aero medical evacuation capacity.

The GPCC is proud to add our voice to those of Governor Maggie Hassan and the entire New Hampshire Congressional delegation in supporting the selection of Pease Air National Guard Base as the home of the KC-46A. If you have any questions, I can be reached at (603) 610-5516.

Sincerely,



Doug Bates  
President

500 Market St./P.O. Box 239 Portsmouth, NH 03802-0239 P 603.610.5513 F 603.436.5118 E info@portsmouthchamber.org W www.portsmouthchamber.org



37TH DISTRICT  
**MATT SMITH**  
SENATE BOX 203037  
THE STATE CAPITOL  
HARRISBURG, PA 17120-3037  
717-787-5839 • FAX: 717-772-4437

319 CASTLE SHANNON BLVD.  
PITTSBURGH, PA 15234  
412-571-2169 • FAX: 412-571-2000

1009 BEAVER GRADE ROAD  
SUITE 230  
PITTSBURGH, PA 15108  
412-262-2260 • FAX: 412-262-6364

PETERS TWP. MUNICIPAL BUILDING  
610 EAST McMURRAY ROAD  
McMURRAY, PA 15317  
724-942-7210 • FAX: 724-942-7211  
TUESDAYS AND THURSDAYS

EMAIL: SenatorSmith@pasenate.com  
WEBSITE: www.SenatorMattSmith.com



## Senate of Pennsylvania

**COMMITTEES**  
STATE GOVERNMENT, DEMOCRATIC CHAIR  
COMMUNITY, ECONOMIC  
& RECREATIONAL DEVELOPMENT  
CONSUMER PROTECTION  
& PROFESSIONAL LICENSURE  
FINANCE  
GAME & FISHERIES

March 24, 2014

*Via First Class U.S. Mail*

Ms. Anne Rowe  
KC-46A EIS Project Manager, NGB/A7AM  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Ms. Rowe:

As the National Guard Bureau solicits public comment and analyzes potential environmental consequences of selecting one of several Air National Guard units to serve as the 2<sup>nd</sup> Main Operating Base (MOB 2) of the KC-46A tanker, I write to comment on the key advantages and minimal environmental impacts in selecting the Pittsburgh Air National Guard Station, home to the 171<sup>st</sup> Air Refueling Wing of the Pennsylvania Air National Guard.

As the State Senator representing Pennsylvania's 37<sup>th</sup> Senatorial District, I have the distinct pleasure of representing the Pittsburgh Air National Guard Station, and as a board member of the Allegheny County Airport Authority (ACAA), enjoy the partnership these two organizations have fostered. The draft Environmental Impact Statement (EIS) has shown there to be minimal environmental impacts to the beddown of the KC-46A at the 171<sup>st</sup>. In fact, the draft finds there will be a decrease in noise disturbance and the existing facilities for fire response and crash recovery meet the KC-46A beddown requirements. The draft EIS also notes the 171<sup>st</sup> has recently completed their 53<sup>rd</sup> consecutive year and over 230,000 flying hours without a Class-A mishap. These factors make the 171<sup>st</sup> a strong candidate for selection to house the KC-46A. As you consider the viability of this site, I also encourage you to consider the financial and operational advantages and efficiencies that make the 171<sup>st</sup> uniquely suited to serve as the MOB 2 of the new KC-46A tanker fleet. I would also like to call to your attention the unique and intimate

50-1

relationship the 171<sup>st</sup> has with the local civilian and business community and the regional military community of Western Pennsylvania.

It is my understanding the 171<sup>st</sup> was chosen to be one of five alternative locations based on several criteria, including, but not limited to: its strategic location within a 90 minute flight time to 70% of the U.S. population which also covers six FEMA Regions, and its collaboration with the Pittsburgh International Airport, which provides the unit with access to four runways, inexpensive service agreements with ACAA fire and rescue operations, world-class snow removal operations, and around-the-clock tower support with no air traffic restrictions. This cost savings agreement, in addition to the nominal infrastructure expenses required to convert existing facilities to accommodate new KC-46A tankers, can save the USAF millions in operational expenses. The 171<sup>st</sup> is in close proximity to various military entities and has shown a willingness and vision to work cooperatively with other branches of the military with the goal of streamlining services and sharing costs. Nearby installations include the 911<sup>th</sup> Airlift Wing of the Air Force Reserve and the McGarity U.S. Army Reserve Center. In the near future, a Navy Operations Center will be co-locating with the 911<sup>th</sup> Airlift Wing, and a Post Exchange and Commissary are being constructed a short distance from the 171<sup>st</sup>.

I believe the Pittsburgh Air National Guard Base is a proven and efficient installation that merits thorough consideration for the selection of the MOB 2 beddown of the KC-46A fleet. Thank you for your consideration. If I can provide additional information, please do not hesitate to contact me.

Sincerely,



MATT SMITH  
State Senator  
37<sup>th</sup> Senate District  
[www.SenatorMattSmith.com](http://www.SenatorMattSmith.com)

cc: The Honorable Deborah Lee James, Secretary, United States Air Force

50-1  
Cont.

**Congress of the United States  
Washington, DC 20515**

March 21, 2014

Mr. Robert Dogan  
KC-46A Program Manager  
National Guard Bureau/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Mr. Dogan:

We write today to express our support for Forbes Field Air National Guard Base (Forbes ANGB) to serve as the Air National Guard Second Main Operating Base (MOB 2) for the KC-46A tanker refueling mission.

The United States Air Force (USAF) recently announced, and made a case in favor of designating Pease Air National Guard Station (Pease ANG) as the “preferred alternative” for the Air National Guard operating mission. We certainly respect and appreciate the basis for the United States Air Force's (USAF) decision selecting Pease ANG. It is our belief that that the 190th Air Refueling Wing (ARW) at Forbes continues to be a top candidate and an excellent choice for the KC-46A mission for the MOB 2 requirement, and in future basing rounds.

We would like to share a number of additive factors below to reaffirm Forbes Field's demonstrable track record of success.

*Facilities and Location*

The Air Force's analysis demonstrates that Forbes Field has the infrastructure capability necessary to support the KC-46A mission. Currently at Forbes ANGB there are:

- Two runways (12,800x150 & 7,000X150).
- Existing ramp space for 16 aircraft.
- Five hangar spaces (3 fully closed).

Forbes enjoys unencumbered airspace with access to the highest density of refueling operations in the Continental United States (CONUS) for which the KC-46A MOB 2 site will provide support. Additionally, there are Operations and Maintenance facilities that can house additional Airmen with no additional cost or construction.

*KC-135 Operations in Kansas*

In 2013, McConnell Air Force Base was selected as the Main Operating Base (MOB 1) for the KC-46A mission for a wealth of reasons, but its successful history of operation with the KC-135 tanker since 1971 was one of the most obvious and significant. Equally, since 1978 the

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190th ARW at Forbes has conducted KC-135 refueling operations. Like McConnell AFB, Forbes has a successful and longstanding history of tanker operations as a major force in the refueling of military aircraft.

By bringing the centralizing the KC-46A mission around tanker experts at Forbes and McConnell, base leadership and the community can be assured that not only will the transition be significantly easier than alternative bases, but that the continuation of this mission, which will house the next generation of aircraft and pilots, will ensure the installation will continue to play a crucial role in military operations for decades to come.

*Community Support / Cost of Living*

There has continued to be strong community support for the MOB 2 operation at Forbes Field. The State and Local governments, in coordination with military installations, have come together to ensure noise contours, appropriate zoning, and to promote air quality initiatives. Cost of living is 10% below the urban area average near Forbes ANGB, which calculates to some of the lowest housing and local area costs in the country.

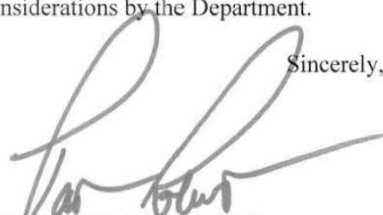
*Adaptability for an Active Association*

Forbes Field is located in Topeka, Kansas - a major metropolitan area with the amenities and high quality family resources (medical care, education, etc.,) of importance to military families. Topeka also offers well priced housing, cultural and recreational amenities and access to a major metropolitan airport within a one hour drive in Kansas City Missouri - all important family support components for a highly successful Active Association. Forbes is also located close to two Active Duty installations which provide the military support services (Human Resources, Medical, Commissaries & Exchanges) of importance to military personnel and their dependents. Fort Leavenworth (home of the Army's Command & General Staff College) is less than a one hour drive (65 miles) from Forbes, while McConnell Air Force Base (site of the KC-46A MOB 1 site) is less than two hours by car from Forbes.


In summary, we take no exception to the Air Force's decision to name Pease Air National Guard Base as the MOB 2 Preferred Alternative. We understand that the existing Active Association, along with many other positive factors, played a critical role in the Air Force's selection of Pease for the MOB 2 site.

However, we would be remiss if we did not explicate our unwavering support for Forbes Field. Led by strong community support, exceptional infrastructure, and the ideal location for the mission, Forbes would be a valid choice for future Air National Guard/Active Association KC-46A basing considerations by the Department.

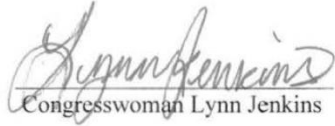
Sincerely,



Senator Pat Roberts



Senator Jerry Moran

  
Congresswoman Lynn Jenkins

  
Congressman Mike Pompeo

  
Congressman Kevin Yoder

  
Congressman Tim Huelkamp

cc: Honorable Debbie Lee James  
Ms. Kathleen Ferguson  
Lieutenant General Stanley E. Clarke



My name is Karen Benedetti, the VP of Marketing at Service Credit Union.

Tonight, I will be reading comments from Gordon Simmons, President and CEO of Service Credit Union.

Good evening all. I am sorry I could not be present tonight for this very important community forum. I am Gordon Simmons, the President and CEO of Service Credit Union, and Treasurer and Secretary of the Board of Directors. I joined the credit union in 1974, managing operations in Germany then relocating to Portsmouth New Hampshire in 1995 to serve as President and CEO, my current position.

I have served as Director and Chairman of the Defense Credit Union Council and Chairman of the Armed Forces Financial Network, and have spent many years in direct contact with Air Force and Army command headquarters, military community leaders and commanders, as well as Department of Defense liaisons in Washington, D.C.

And I am a long term resident of Portsmouth, NH. Thus I am keenly aware of the role of the military in protecting our great nation as well as assimilating into the community at large.

Service Credit Union opened its doors on Pease Air Force Base in 1957. Today we continue to serve Pease, communities across New Hampshire, and military worldwide.

I and my board of directors are keenly aware of the importance of a robust refueling capability so that the U.S. forces would not be limited in their ability to provide a global reach. The new KC-46 tanker will add increased cargo and aeromedical evacuation capabilities, providing potential lifesaving capabilities in national and international disasters.

The USAF has identified Pease ANG, home of the 157 ARW of the NH ANG, as their preferred alternative for the MOB KC 46 beddown based on an operational analysis, site surveys, and military judgment factors. Pease is in an ideal location to provide support to the nation given proximity to critical refueling tracks for missions in the Middle East, Europe and Africa. The location allows for missions to be shorter, saving time and money, thus resulting in outstanding value for the country.

We also understand that the beddown of the Pegasus needs to be sound along a whole host of environmental impacts. As such, we have reviewed the requirements of the environmental impact analysis process, which will drive the Air Force's final basing decision.

After a review of the Environmental Impact Statement, Service Credit Union is pleased to support the beddown of the KC-46 aircraft to Pease ANG based on no measurable negative impact to the community including noise, air quality, safety, soil and water, biological resources, cultural resources, land use, infrastructure and transportation, and hazardous materials and waste. In fact, new any facilities and additions associated with

this project would be implemented with more energy efficient design standards and utility systems than are currently in place.

Socioeconomically, there would be an uptick in economic activity associated with the construction activities at the 157 ARW installation which would provide short-term economic benefits to the local community.

The Pease Air National Guard Base is noted as providing approximately \$135 million to the local economy. The Air National Guard expects the Pegasus coming to Pease will add an additional \$45 million of construction and \$7 million in annual payroll to workers within the region.

The KC-46 mission would add up to an additional 171 military positions (a 12% increase to existing 157 ARW personnel). The community would welcome 233 family members, with many purchasing homes in the surrounding communities.

The Pease Air National Guard Base is the most logical base for the beddown of the Pegasus and will ensure that Pease remains a leader in our nation's defense for many years to come.

Thank you.





## CORPORATE OFFICES

PO BOX 1268  
PORTSMOUTH, NH 03802-1268

March 6, 2014

National Guard Bureau  
KC-46 EIS Public Hearing  
Portsmouth Town Hall  
Portsmouth, New Hampshire

Dear Sir/Madam:

Good evening all. I am sorry I could not be present tonight for this very important community forum. I am Gordon Simmons, the President and CEO of Service Credit Union, and Treasurer and Secretary of the Board of Directors. I joined the credit union in 1974, managing operations in Germany then relocating to Portsmouth New Hampshire in 1995 to serve as President and CEO, my current position.

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Service Credit Union opened its doors on Pease Air Force Base in 1957. Today we continue to serve Pease, communities across New Hampshire, and military worldwide.

The Service Credit Union Board of Directors and I are keenly aware of the importance of a robust refueling capability so that the U.S. forces would not be limited in their ability to provide a global reach. The new KC-46 tanker will add increased cargo and aeromedical evacuation capabilities, providing potential lifesaving capabilities in national and international disasters.

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Office of the President  
Telephone (603) 422-8300 • Fax (603) 422-8390  
3003 Lafayette Road • Portsmouth, NH 03801  
[www.servicecu.org](http://www.servicecu.org)



We also understand that the beddown of the Pegasus needs to be sound along a whole host of environmental impacts. As such, we have reviewed the requirements of the environmental impact analysis process, which will drive the Air Force's final basing decision.

After a review of the Environmental Impact Statement, Service Credit Union is pleased to support the beddown of the KC-46 aircraft to Pease ANG base based on no measurable negative impact to the community including noise, air quality, safety, soil and water, biological resources, cultural resources, land use, infrastructure and transportation, and hazardous materials and waste. In fact, new any facilities and additions associated with this project would be implemented with more energy efficient design standards and utility systems than are currently in place.

Socioeconomically, there would be an uptick in economic activity associated with the construction activities at the 157 ARW installation which would provide short-term economic benefits to the local community.

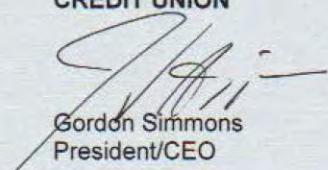
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The KC-46 mission would add up to an additional 171 military positions (a 12% increase to existing 157 ARW personnel). The community would welcome 233 family members, with many purchasing homes in the surrounding communities.

The Pease Air National Guard Base is the most logical base for the beddown of the Pegasus and will ensure that Pease remains a leader in our nation's defense for many years to come.

Very truly yours,

**SERVICE  
CREDIT UNION**



Gordon Simmons  
President/CEO

JEANNE SHAHEEN  
NEW HAMPSHIRE



United States Senate  
WASHINGTON, DC 20510

March 6, 2014

The Honorable Deborah Lee James  
Secretary of the Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

Dear Secretary James:

Thank you for the opportunity to comment on the basing of the Air Force's new KC-46A refueling tanker at Pease Air National Guard Base. I have been a strong advocate for Pease's selection as one of the first bases to locate this new tanker and I am pleased to continue supporting this critical program.

Pease and the 157<sup>th</sup> Air Refueling Wing have been providing continuous air refueling coverage to critical combatant commands overseas since September 11, 2001. The 157th currently flies eight KC-135R Stratotanker aircraft and nearly 1,000 personnel support this mission on a continuing basis with distinction and pride. Pease's preliminary selection as one of the first locations for the KC-46A underscores this strong record of success.

Pease is the preeminent location for basing of the KC-46A; based on its experienced personnel, open airspace, close partnership with an active associate unit, modern facilities, significant ramp space, long runway, cost effectiveness, and strategic location to support current and future requirements for the military. No other unit in the northeast can provide the level of aircraft utilization more cost effectively than the 157th Air Refueling Wing at Pease.

In selecting Pease as one of the first locations for the new tanker, the Air Force has expressed its confidence that the personnel at Pease will continue a proud tradition of excellence and service with this new, state-of-the-art aircraft. I know the Pease community will rise to meet the challenge of basing the KC-46A, and I stand ready to work with the U.S. Air Force, the Air National Guard, and community leaders to ensure a smooth transition to this new generation of tankers.

Sincerely,

A handwritten signature in cursive script that reads "Jeanne Shaheen".

Jeanne Shaheen  
United States Senator





March 3, 2014

## Shawnee County Board of Commissioners

Shelly Buhler, 1st district  
Kevin Cook, 2nd district  
Bob Archer, 3rd district

The Honorable Deborah James  
Secretary of the Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

General Mark A. Welsh  
Chief of Staff – United States Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

Dear Secretary Donley and General Welsh:

The Shawnee County Board of Commissioners would like to encourage the U.S. Air Force to bring the first Air National Guard KC-46A Main Operating Base to the Forbes Field Air National Guard Base in Topeka. The 190<sup>th</sup> Air Refueling Wing has called Forbes home for many years and with leadership from the Air Force and Air National Guard, it has become one of the most significant tanker operations in the country.

Forbes Field has excellent facilities and would easily house the KC-46A and additional Airmen. In addition to the excellent facilities at Forbes Field, Topeka also offers some of the most affordable housing in the country. Topeka has first class medical facilities, an abundance of shopping throughout the community, and a wide variety of entertainment. We have first rate schools and are home to Washburn University which draws many students from throughout the world as well as our local students.

We have always been proud to be the home of the Air National Guard's 190<sup>th</sup> Air Refueling Wing and would be equally proud to be the home of the new KC-46A. The Airmen from the 190<sup>th</sup> are active in our community and highly respected by the citizens in our community. The active duty Airmen and their families with the KC-46A Operating Base would equally be welcomed and would quickly become a part of the Topeka-Shawnee County family.

The Board of County Commissioners strongly encourages you to consider Forbes Field Air National Guard Base as the new home for the Air National Guard KC-46A Main Operating Base. We stand ready to provide whatever assistance we can to assure a smooth transition and move to Topeka.

Sincerely,

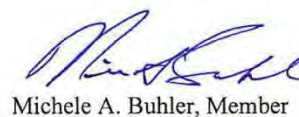
The Board of Commissioners  
Shawnee County, Kansas



Robert E. Archer, Chair



Kevin J. Cook, Vice Chair



Michele A. Buhler, Member

200 SE 7th Street, Rm. B-11, Courthouse Topeka, Kansas 66603-3933  
(785) 233-8200 ext 4040 • Fax: (785) 291-4914 • E-Mail: [Commission@snco.us](mailto:Commission@snco.us) • Internet Address: [www.snco.us](http://www.snco.us)

CAROL SHEA-PORTER  
FIRST DISTRICT, NEW HAMPSHIRE

1530 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
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(202) 225-8822 (FAX)

33 LOWELL STREET  
MANCHESTER, NH 03107  
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20 NORTH MAIN STREET  
ROCHESTER, NH 03867  
(603) 335-7700  
(603) 335-7702 (FAX)



Congress of the United States  
House of Representatives  
Washington, DC 20515

COMMITTEE ON ARMED SERVICES  
READINESS  
MILITARY PERSONNEL

COMMITTEE ON NATURAL RESOURCES  
PUBLIC LANDS AND ENVIRONMENTAL REGULATION  
FISHERIES, WILDLIFE, OCEANS,  
AND INSULAR AFFAIRS

[www.shea-porter.house.gov](http://www.shea-porter.house.gov)

March 6, 2014

Dear Friends:

Thank you for inviting me to the public hearing on the Draft Environmental Impact Statement for the KC-46A Pease basing proposal. I regret that I cannot be with you in person this evening.

I would like to express my continued support for basing the KC-46A air refueling tanker at Pease Air National Guard Base. I have been a strong advocate for Pease because it is the ideal candidate for the KC-46A due to its proximity to operational and training refueling tracks, its aircraft-related infrastructure, its training flight simulator, and its Active Duty Association. In addition, the 157th Air Refueling Wing at Pease has received the prestigious Air Force Outstanding Unit Award eleven times, most recently last year. I believe that having the KC-46A refueling tanker at Pease will be good for our nation and for our area.

Thank you to the National Guard Bureau for organizing, and the City of Portsmouth for hosting, this Environmental Impact Statement Public Hearing. I would also like to thank all of the members of the National Guard here tonight for your dedication to our nation.

Sincerely,

Carol Shea-Porter  
Member of Congress

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March 12, 2014

Kittery, ME 03904

KC-46A EIS Project Manager,  
NGB/A7AM Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157pping

I am writing to urge you to include New Hampshire's Pease Air National Guard Air Guard Station in consideration in the MOB KC-46A Beddown Air National Guard.

This location best suits the mission of the United States Air Force in facilitating transit to and from Europe from a base considerably closer to that theater than the alternatives, a distance that can prove to be critical during an emergency. The NHANGS and 157<sup>th</sup> Air Refueling Wing are a good neighbor to the surrounding community, providing employment hosting air shows and contributing to the quality of life in the seacoast area of NH & Maine in more ways than can be listed in a single letter. 56-1

This area of New England has proudly served as home for military aircraft since just after WWII, and it welcomes the next generation of air fueling aircraft that will replace the aging KC-135 fleet. While those jets have served admirably for some five decades, it is time to provide their crews with an aircraft that has greater capacity, the ability to serve multiple branches of the military as well as our allies, and to carry cargo and medevac missions in times of need.

According to the USAF Environmental Impact Study, the NHANGS is currently responsible for 16% of flight operations at Pease International Airport (IAP). Living roughly four miles from the runway I am occasionally aware of the noise from circling air tankers while working around my yard, though appreciative of the airport restrictions, which limit low approaches or touch-and-go's between 11pm and 7am, and before noon on Sundays. At least in this neighborhood NNE of the runway's mid-point we notice much higher levels of noise from news media helicopters and corporate jets than military aircraft. It is my understanding, the KC-46A replacement aircraft will operate at or below current noise levels of the current air tanker. 56-2

Professionally I work with corporations to reduce their reliance on fossil fuels, decreasing the impact on climate change. The proposal to replace the existing fleet of eight KC-135's and I backup with the newest generation of air tanker is a positive step from an environmental standpoint. The US Environmental Protection Administration recently designated South East region of NH as an air-quality attainment area. This represents a positive improvement in terms of ozone due to a number of factors including a more comprehensive focus on energy efficiency at both the state and local level. 56-3

Employing an aircraft that consumes less fuel at and assuming the current level of 6,140 annual field operations as stated in the EIS, the NH ANG should not have an adverse impact on the region's air quality or sensitive environmental places. Thirty-four percent of the area adjoining IAP consists water; the Piscataqua-Salmon Falls River Watershed, Great and Little Bays, Portsmouth Harbor and the Atlantic Ocean. The statistics mention the 157 ARW has not suffered a major mishap in a decade, reported just three emergency fuel jettisons 2011-2012, and fewer than 20 BASH collisions per year, all well within acceptable standards for a military unit flying in close proximity to a developed area.

56-3  
Cont.

My only concern is that the EIS provides an incomplete picture of the NHANG's impact on the local economy. The data included in the report (3-82) includes Rockingham County, the town of Newington, City of Portsmouth and NH in terms of education, employment, housing and population. The next section goes on to list the Portsmouth Naval Shipyard and the UA Local 488 Marine Pipefitters union, as two of the area's four principal employers. However, both of those entities are located just across the state line in Kittery, Maine. As a resident of this region since 1984, I believe that a more accurate assessment would include York County Maine, Eliot, Kittery and York, ME since many of the NHANG employees actually reside on this side of the border, shopping in our stores, and sending their children to our schools. While one might find this a minor point, the impact of the 157<sup>th</sup> operations on the entire region does come into play in the event of a Defense Base Closure and Realignment process, which may draw from previous government documents. For this reason, I would encourage the USAF to included expanded commentary in the appropriate section of the final EIS.

56-4

As the son of a member of the 322<sup>nd</sup> FG of the USAAC the prospect of the new twelve KC-46A operating from Pease Air National Guard Station is one which my family and many of our neighbors heartily support.

Sincerely,

Robert A. Sheppard



## The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

MARTHA FULLER CLARK  
Senate District 21

State House Rm. 115  
(603) 271-3077

February 25, 2014

National Guard Bureau  
3501 Fechet Avenue  
Joint Base Andrews MD 20762-5157

Dear Members of the National Guard Bureau

I am writing in support of bringing the Air Force's new tankers, the KC-46, to the Pease Air National Guard base at the Pease Trade Port Center, Portsmouth, New Hampshire. I believe that the 157<sup>th</sup> Air Refueling Wing is ideally suited to be the first Air National Guard unit in the country to field the KC-46. The 157<sup>th</sup> has established a track record of unparalleled excellence; winning the Air Force Outstanding Unit award 11 times.

In just the last two years, Pease Air National Guard Base has reduced energy consumption by approximately 35% through facility modification and new construction projects. The KC-46, with its new technologically improved design based on the more fuel efficient Boeing 767 airliner, will give Pease the opportunity to continue this trend and conserve our valuable natural resources.

The new tanker also adds increased cargo and aero medical evacuation capabilities, which can provide potentially lifesaving capabilities in national disasters and for overseas missions. Pease is the ideal location to provide such support to our nation, close to strategic refueling tracks for missions to the Middle East, Europe, and Africa. Its exceptional location allows for missions to be shorter, saving millions in fuel costs; thereby providing an outstanding value for the country.

The 157<sup>th</sup> Wing is a vital aspect of the seacoast economy, generating revenue for small businesses and services. It is also popular with thousands who work at or around Pease. Currently Pease ANGB provides approximately \$135 million to the local economy. Bringing the KC-46 to Pease will add over 100 new jobs and provide an additional \$7 million in annual payroll to the region. It will also add \$45 million in military construction to the local economy.

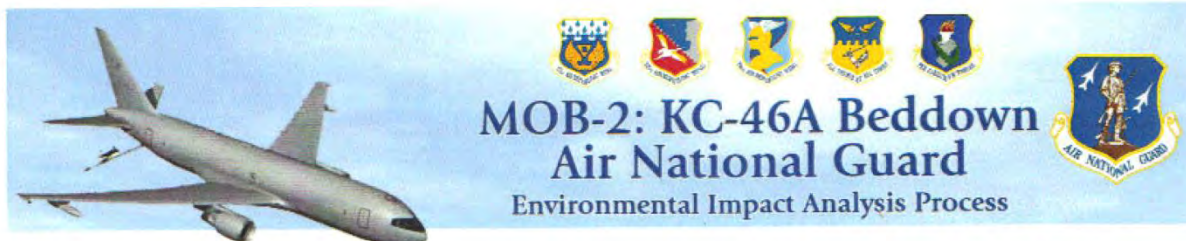
Clearly, having the Air Force's number one acquisition, the KC-46, based here in NH will also help to ensure the continued vitality of Pease and the local seacoast communities for many years to come.

I highly recommend to the committee the selection of the Pease and the 15<sup>th</sup> Air Fueling Wing as an outstanding site for the bedding of the new KC-46 tankers.

Most sincerely,

*Martha Fuller Clark*  
State Senator Martha Fuller Clark  
NH District 21





Public Hearing  
National Guard Bureau  
Environmental Impact Statement (EIS) for the  
KC-46A Beddown at Candidate Air National Guard Installations

### COMMENT SHEET

Thank you for providing your comments on the proposed beddown of KC-46A aircraft for the Air National Guard at one of five candidate locations. Please provide us with your written comments no later than March 24, 2014. Comments may be submitted at the meeting, mailed to the address below, or submitted via email to: [ang.env.comments@ang.af.mil](mailto:ang.env.comments@ang.af.mil). Please put "KC-46A Beddown EIS" in the subject line.

*I fully support the replacement of the aging KC-135 at Pease with the newer, quieter, more fuel efficient Boeing KC-46A.*

*I am a resident of Portsmouth. I remember the high noise level when there were B52s and F-111s at Pease. The KC46A is a dramatic improvement.*

Over for more space →

\*\*\*Please Print\*\*\*

Name:

*Thomas W Gross*

Address:

*Portsmouth NH 03801*

Do you wish to receive a CD of the Final Environmental Impact Statement? Yes ☐ No ☐

Do you wish to receive a hard copy of the Final Environmental Impact Statement? Yes ☐ No ☐

**Note: Your address will not be made public if you are just requesting a copy of the Draft EIS.**

Please give this form to one of the Air National Guard representatives tonight or mail/email to:

**KC-46A EIS Project Manager**  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157  
[ang.env.comments@ang.af.mil](mailto:ang.env.comments@ang.af.mil)



March 12, 2014

The Honorable Deborah James  
Secretary of the Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

General Mark A. Welsh  
Chief of Staff - United States Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

Dear Secretary James and General Welsh,

The Greater Topeka Chamber of Commerce strongly urges the U.S. Air Force to place the first Air National Guard KC-46A Main Operating Base with the 190<sup>th</sup> Air Refueling Wing at Forbes Field Air National Guard Base, Topeka, Kansas. The 190<sup>th</sup> ARW has worked diligently over the years along with leadership from the Air Force and Air National Guard to create one of the highest-quality and most cost effective tanker operations in the country. They have done that with the strong support of this community which has been home to Forbes Field since 1942.

Forbes Field is optimally located to support the aerial refueling needs of the Department of Defense as well as having first class facilities that would require very little investment to house the KC-46A and additional active duty Airmen. The existing ramp space will accommodate the larger aircraft with room to spare. Furthermore, a recent collaborative effort by the 190<sup>th</sup> ARW, City of Topeka, Shawnee County, Topeka Chamber and local industry was successful in rezoning areas around the base that will help protect the runway from encroachment for years to come.

In addition to the many positives Forbes Field has to offer, the greater Topeka community is also well positioned to meet the needs of active duty Airmen and their families assigned to the base. The Topeka community has the necessary quality housing to accommodate additional personnel and their families. Topeka has consistently ranked as one of the most affordable metropolitan areas in the country for housing costs; additionally in 2011 Topeka's housing was ranked #6 in affordable housing for veterans in the country by Livability.com.

Topeka has also benefited from several large corporations that have recently built facilities near Forbes Field that provide well paying jobs that military dependents may be interested in. We have high achieving, strong K-12 public and parochial/private schools throughout the community; these schools have innovative programs, newer facilities and are technology rich. Topeka is also home to Washburn University, which is just a few minutes drive from the base and will provide Airmen and their dependents with the opportunity to receive a college degree while stationed at Forbes Field. The University of Kansas and Kansas State University are both located less than an hour from Topeka.

120 SE Sixth Avenue, Suite 110 Topeka, Kansas 66603-3515  
P 785.234.2644 TopekaChamber.org GoTopeka.com



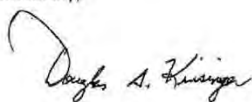
Finally, the 190<sup>th</sup> ARW has built a strong and positive working relationship with the Metropolitan Topeka Airport Authority created through a strong commitment to public/private partnerships. This lasting relationship gives the 190<sup>th</sup> ARW the ability to maintain a secure and low-cost installation by sharing infrastructure and costs for dual use facilities and functions.

The Topeka Community actively embraces the 190<sup>th</sup> ARW, not only for the economic impact, but for the many intangible impacts military service has on our community. 190<sup>th</sup> ARW personnel are locally regarded as the highest quality community members, respected by both the business community and the citizens of Topeka and Kansas. The Greater Topeka Chamber of Commerce places such importance in the 190<sup>th</sup>'s presence in Topeka that a permanent position was created in 2004 on the Chamber board of directors for the 190<sup>th</sup> ARW commander to be assured the needs of the 190<sup>th</sup> and their mission are always supported by the business community.

Additionally, the citizen Airmen from the 190<sup>th</sup> are our neighbors and friends. They provide our community with leadership and the core values instilled by the Air Force. We are proud to be the home of the Air National Guard's 190<sup>th</sup> ARW.

The Topeka Chamber of Commerce and community stand with the 190<sup>th</sup> ARW, the Adjutant General and Governor of Kansas to encourage your attention to their capabilities and readiness to accept the new assignment of KC-46A tankers. We are always ready to provide assistance and partnership with the 190<sup>th</sup> ARW and express our desire to have the new Air National Guard KC-46A Main Operating Base at Forbes Field Air National Guard Base, Topeka, Kansas.

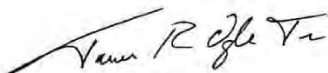
Sincerely,



Doug S. Kinsinger  
Greater Topeka Chamber of Commerce  
GO Topeka Economic Partnership



Neil Dobler  
Bartlett & West  
Board Chair, Greater Topeka Chamber of Commerce



Jim R. Ogle Jr.  
WIBW Channels



Allan Towle  
Fidelity State Bank and Trust



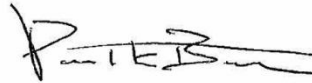
Coleen Jennison  
Cox Communications



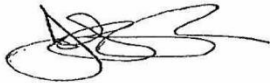
Karla Clem  
M-C Industries, Inc.



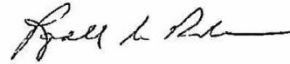
Curtis Sneden  
Payless ShoeSource



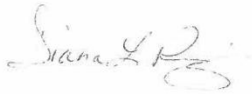
Paul K. Bossert  
Premier Employment Solutions



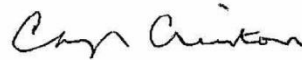
John Dicus  
Capital Federal



Randy Pembroke  
Washburn University



Diana Ramirez  
Express Employment Professionals



Cheryl Creviston  
Jayhawk File Express, LLC



Kurt Scott  
Kansas Medical Mutual Insurance Company  
(KaMMCO)



Michaela Shaver  
Mickey's Promotions



Bret Spangler  
Mars Chocolate North America



Allen Moore  
Frito-Lay, Inc.



Kim Svoboda  
Dillons/Kroger

From: [susan\\_zimmermann@fws.gov](mailto:susan_zimmermann@fws.gov) [mailto:[susan\\_zimmermann@fws.gov](mailto:susan_zimmermann@fws.gov)] On Behalf  
Of Ohio, FW3  
Sent: Monday, March 10, 2014 2:07 PM  
To: ANGR/NGB/A7A NEPA COMMENTS  
Subject: Draft EIS - Second Main Operating Base KC-46A Beddown

TAILS# 03E15000-2014-TA-0844

Dear Ms. Rowe,

We have received your recent correspondence requesting information about the subject proposal. There are no Federal wilderness areas, wildlife refuges or designated critical habitat within the vicinity of the project area. The following comments and recommendations will assist you in fulfilling the requirements for consultation under section 7 of the Endangered Species Act of 1973, as amended (ESA).

The Service recommends that proposed developments avoid and minimize water quality impacts and impacts to high quality fish and wildlife habitat (e.g., forests, streams, wetlands). Additionally, natural buffers around streams and wetlands should be preserved to enhance beneficial functions. If streams or wetlands will be impacted, the Corps of Engineers should be contacted to determine whether a Clean Water Act section 404 permit is required. Best management practices should be used to minimize erosion, especially on slopes. All disturbed areas should be mulched and revegetated with native plant species. Prevention of non-native, invasive plant establishment is critical in maintaining high quality habitats.

**ENDANGERED SPECIES COMMENTS:** All projects in the State of Ohio lie within the range of the Indiana bat (*Myotis sodalis*), a federally listed endangered species. Since first listed as endangered in 1967, their population has declined by nearly 60%. Several factors have contributed to the decline of the Indiana bat, including the loss and degradation of suitable hibernacula, human disturbance during hibernation, pesticides, and the loss and degradation of forested habitat, particularly stands of large, mature trees. Fragmentation of forest habitat may also contribute to declines. During winter, Indiana bats hibernate in caves and abandoned mines. Summer habitat requirements for the species are not well defined but the following are considered important:



- (1) dead or live trees and snags with peeling or exfoliating bark, split tree trunk and/or branches, or cavities, which may be used as maternity roost areas;
- (2) live trees (such as shagbark hickory and oaks) which have exfoliating bark;
- (3) stream corridors, riparian areas, and upland woodlots which provide forage sites.

Should habitat exhibiting the characteristics described above be present at the proposed project site, we recommend that they, as well as surrounding trees, be saved wherever possible. However, if these trees cannot be avoided, they should only be cut between October 1 and March 31. If implementation of the seasonal tree cutting restriction is not possible, summer surveys should be conducted to document the presence or likely absence of the Indiana bat within the project area during the summer. The survey must be conducted by an approved surveyor and be designed and conducted in coordination with the Endangered Species Coordinator for this office.

The proposed project lies within the range of the northern long-eared bat (*Myotis septentrionalis*), a species that is currently proposed for listing as federally endangered. Recently white-nose syndrome (WNS), a novel fungal pathogen, has caused serious declines in the northern long-eared bat population in the northeastern U.S. WNS has also been documented in Ohio, but the full extent of the impacts from WNS in Ohio are not yet known.

During winter, northern long-eared bats hibernate in caves and abandoned mines. Summer habitat requirements for the species are not well defined but the following are considered important:

- (1) Roosting habitat in dead or live trees and snags with cavities, peeling or exfoliating bark, split tree trunk and/or branches, which may be used as maternity roost areas;
- (2) Foraging habitat in upland and lowland woodlots and tree lined corridors;
- (3) Occasionally they may roost in structures like barns and sheds.

It appears that habitat exhibiting the characteristics described above may be present at the proposed project site. We recommend that trees exhibiting

any of the characteristics listed above, as well as any wooded areas or tree lined corridors be saved wherever possible. However, if these areas cannot be avoided, they should only be cut from October 1 through March 31.

If there is a Federal nexus for the project (e.g., Federal funding provided, Federal permits required to construct), no tree clearing on any portion of the parcel should occur until consultation under section 7 of the ESA, between the Service and the Federal action agency, is completed. We recommend that the Federal action agency submit a determination of effects to this office, relative to the Indiana bat, for our review and concurrence.

Due to the project type, size, and location, we do not anticipate adverse effects to any other federally endangered, threatened, proposed, or candidate species. Should the project design change, or during the term of this action, additional information on listed or proposed species or their critical habitat become available, or if new information reveals effects of the action that were not previously considered, consultation with the Service should be initiated to assess any potential impacts.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act of 1973 (ESA), as amended, and are consistent with the intent of the National Environmental Policy Act of 1969 and the U. S. Fish and Wildlife Service's Mitigation Policy. This letter provides technical assistance only and does not serve as a completed section 7 consultation document.

Sincerely,

Inline image 1

Mary Knapp, Ph.D.  
Field Supervisor



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 1  
5 POST OFFICE SQUARE, SUITE 100  
BOSTON, MA 02109-3912

OFFICE OF THE  
REGIONAL ADMINISTRATOR

March 24, 2014

Anne Rowe  
NGB/A7AM, 3501 Fetchet Avenue  
Joint Base Andrews MD  
20762-5157

RE: Comments on Draft Environmental Impact Statement for the Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations (CEQ # 20140026)

Dear Ms Rowe:

The Environmental Protection Agency-New England Region (EPA) has reviewed the United States Air Force (USAF) Draft Environmental Impact Statement (DEIS) for the establishment of a Second Main Operating Base for the KC-46A refueling aircraft beddown at alternative Air National Guard Installations. We submit the following comments on the DEIS in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The DEIS describes the work necessary to establish a Second Main Operating Base (MOB 2) for beddown (homebasing) of the new KC-46A refueling aircraft. The DEIS analyzes five alternative locations for the action including: Forbes Air National Guard Station (ANGS), Kansas; Joint Base McGuire-Dix-Lakehurst (JB MDL), New Jersey; Pease ANGS, New Hampshire; Pittsburgh ANGS, Pennsylvania; and, Rickenbacker ANGS, Ohio. The DEIS identifies the Pease ANGS as the preferred alternative location for the beddown.

According to the DEIS the proposed beddown would allow for efficient regional and global refueling activities to continue with the deployment of twelve new KC-46A aircraft to the selected base. Existing KC-135 aircraft at Pease ANGS (and other locations where KC-46A aircraft are deployed in the future) would be relocated and/or retired from the USAF inventory. The DEIS notes that the Pease ANGS has acceptable facilities to support the proposed beddown but that other work would be necessary to support the action including renovations/additions to existing buildings and hangars on the property; taxiway construction/upgrades; and installation of new fuel hydrants and lines. The project will also result in a 23,617 square foot increase in impervious area on the property. The DEIS explains that the construction would follow Leadership in Energy and Environmental Design (LEED) and sustainable development concepts to "achieve optimum resource efficiency, constructability, sustainability, and energy

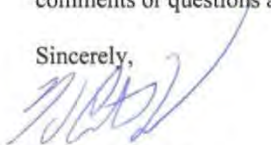
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conservation, while minimizing adverse impacts to the built and natural environments through all phases of the project's life cycle." EPA supports these sustainability efforts by the Air Force.

EPA appreciates the opportunity to review the DEIS. Based on our review, we have no objection to the preferred alternative as proposed, but we believe additional information is necessary in order to more fully describe and clarify the potential environmental impacts associated with the alternatives considered in the DEIS. We have provided specific comments in the attachment to this letter describing our concerns and look forward to working with the Air Force as necessary so they can be addressed in the FEIS. Our specific comments focus on the Pease and Pittsburgh sites, but we encourage the Air Force to provide consistent information in the FEIS for all of the locations considered to better inform comparisons among the alternatives. Based on our review we have rated the DEIS "EC-2—Environmental Concerns-Insufficient Information" in accordance with EPA's national rating system, a description of which is attached to this letter.

Please contact Timothy Timmermann, Associate Director of EPA New England's Office of Environmental Review at 617-918-1025 or [timmermann.timothy@epa.gov](mailto:timmermann.timothy@epa.gov), with any comments or questions about this letter.

Sincerely,



H. Curtis Spalding  
Regional Administrator

Attachment

## **Summary of Rating Definitions and Follow-up Action**

### Environmental Impact of the Action

#### **LO--Lack of Objections**

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

#### **EC--Environmental Concerns**

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

#### **EO--Environmental Objections**

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

#### **EU--Environmentally Unsatisfactory**

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

### Adequacy of the Impact Statement

#### **Category 1--Adequate**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

#### **Category 2--Insufficient Information**

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

#### **Category 3--Inadequate**

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.



## **Additional Detailed Comments Regarding the DEIS for the Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations**

### **General Comments**

#### Selection of the Preferred Alternative

The DEIS notes that the "...Secretary of the Air Force considered the objective screening results as well as qualitative operational factors in determining the alternative installations for the KC-46A MOB 2 mission." The USAF subsequently selected Pease ANG based on an analysis of operational issues, the results of site surveys, and military judgment factors." The military judgment factors considered are listed in the DEIS but, beyond the general list, there is no substantive discussion provided to explain why the preferred alternative was selected. Based on the information provided in the DEIS it appears that any one of the candidate sites analyzed could be viable.

While we do not object to the selection of the preferred alternative, we believe the EIS would benefit from a more detailed description of how environmental factors were utilized to select the preferred alternative. The DEIS presents tables that outline the potential impacts if the beddown were to occur at each base but lacks any comparative analysis to explain whether one location is superior to another based on the impacts analysis. It would also be helpful to understand whether the environmental and military judgment factors align and how this might affect the selection process. As an example, if an operational goal for this round of KC-46A deployment is focused on regional refueling support along the eastern seaboard it would be a prudent move from an operational efficiency and environmental impact standpoint to select a site like Pease ANG (as opposed to a site away from the coast) to avoid efficiency losses and potentially greater greenhouse gas (GHG) emissions from increased flight distances.

#### Fuel Jettisoning

The DEIS explains that airbases establish jettison areas and develop procedures to minimize the impact of fuel jettisoning on the surrounding environment. Beyond stating that the new KC-46A aircraft are also capable of jettisoning fuel, the DEIS does not explain whether this would be more or less likely than with the current fleet. The FEIS should explain the expected change in fuel jettisoning with the change in aircraft and discuss the potential health and environmental impacts on affected areas (for each of the bases under review) as it relates to the new aircraft.

#### Leadership in Energy and Environmental Design (LEED)

The description of the alternatives mentions that LEED and sustainable development principles will be incorporated in the construction of support facilities for the project. Additional detail should be provided in the FEIS regarding all of the proposed measures.

#### Miscellaneous

Although the DEIS had a Glossary, many of the acronyms were not listed. A complete list of acronyms used should be provided in the FEIS.

61-1

**Pease ANGTS Alternative**Air Quality--General Conformity

The Pease ANGTS site is not subject to General Conformity for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS, the 2008 ozone standard), as all of New Hampshire has been designated unclassifiable/attainment for the 2008 ozone standard. However, the General Conformity requirements currently remain in place for the 1997 eight-hour ozone NAAQS for the Boston-Manchester-Portsmouth (SE) NH area. On June 6, 2013 (78 FR 34178), EPA published its proposed rule for “Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements,” where EPA proposed revocation of the 1997 ozone standard. EPA has not yet finalized this regulation.

EPA approved redesignation of the Boston-Manchester-Portsmouth (SE), New Hampshire moderate 8-hour ozone nonattainment area to attainment for the 1997 eight-hour ozone NAAQS and the initial 10-year ozone maintenance plan for this area on Thursday, January 31, 2013; (78 FR 6741). We point out that the Boston-Manchester-Portsmouth (SE), NH maintenance area is within the Ozone Transport Region. As such, General Conformity regulations establish applicability rates for ozone maintenance areas inside an ozone transport region as equal to or exceeding the rate of 100 tons per year of nitrogen oxides (NOx) and/or 50 tons per year of volatile organic compounds (VOCs) see 40 CFR §93.153(b)(2).

61-2

Applicability rates are based on the total of direct and indirect emissions of the criteria pollutant or precursor in a nonattainment or maintenance area caused by a Federal action. The annual operational emissions that would result from KC-46A operations at Pease ANGTS is calculated at 158.92 tons of NOx and 16.93 tons of VOC as stated in Table 4.3.2-1 “Comparison of Baseline and Proposed Annual Operational Emissions, 157 ARW,” on page 4-66 of the Draft EIS (also Table 3.3-2 on page D2-5). However, concurrent with the beddown of the 12 KC-46A, twelve existing KC-135 aircraft would be retired out of the Air National Guard fleet. The net annual emissions from the proposed Pease ANGTS Alternative are calculated at 83.60 tons of NOx and 13.31 tons of VOC. We concur with the DEIS that the annual level of NOx and VOC from the Pease ANGTS Alternative are below the General Conformity applicability rate of 100 tons per year of NOx and 50 tons per year of VOC. Therefore, General Conformity is not triggered.

Stormwater

The project will require coverage under a National Pollution Discharge Elimination System (NPDES) construction general permit (CGP) for land disturbance of one or more acres of land. If this threshold is surpassed, the Pease ANGTS would need to submit a Notice of Intent and obtain coverage under the CGP and develop and implement a stormwater pollution prevention plan meeting the requirements of the most recently issued CGP.

61-3



The CGP is available at: [http://www.epa.gov/npdes/pubs/cgp2012\\_finalpermit.pdf](http://www.epa.gov/npdes/pubs/cgp2012_finalpermit.pdf).  
Additional information is available at: <http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>.

The completed project may also be subject to the multi-sector general permit for stormwater discharges associated with industrial activity – air transportation sector. Moreover, if any dewatering needs to occur for project construction, the project may also be subject to the remediation general permit if there is dewatering discharge. The FEIS should discuss these various permit requirements and the steps the Air Force will take to ensure compliance with stormwater discharge regulations.

61-3 Cont.

Since this is federal facility the project should be designed and operated in a manner consistent with Section 438 of the Energy Independence and Security Act, which provides: “The sponsor of any development or redevelopment project involving a federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain or restore to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow.” 42 U.S.C. § 17094. Additional guidance is available at: <http://www.epa.gov/owow/NPS/lid/section438/>.

#### Water Supply

The DEIS does not describe or acknowledge a drinking water supply well called the Pease Trade Port Haven Well [EPA ID#1951020-002] operated by the Portsmouth Water Works. The proposed installation lies within the well’s source water protection area (SWPA). This gravel-packed supply well is approximately 4,200 feet south of the proposed facility. The FEIS should be updated to include this water supply resource.

The DEIS should include the latest raw water quality analyses for the Pease Trade Port Haven Well (i.e., inorganics, VOCs, SOCs, PAHs, etc.) from the Portsmouth Water Works to describe current ground water quality under the proposed installation location. This will provide a basis for a comparison of future potential drinking water impacts, if any, from KC-46A activities. In addition, any nearby monitoring wells should be sampled for the same constituents. The DEIS’ description of ground water impacts (page 4-74) mentions only a 0.5 acre increase in impervious surface from the project. No mention whatsoever is made of ground water quality.

61-4

The fate and transport of storm water, deicing chemicals or fire-fighting agents in the vicinity of the proposed installation are not clear in the document. The FEIS should describe the present composition of storm water runoff; and what, if any, changes in impacts will occur to surface or ground waters from the new facility construction and operation.

#### **Pittsburgh ANG S Alternative**

#### Hazardous Materials and Waste

The DEIS (page 3-105) notes, “Nineteen ASTs occur on the 171 ARW installation and are used to store diesel, jet fuel, motor gasoline, aqueous film forming foam, potassium

61-5



acetate, developer, dye penetrant, emulsifier, and rinse solution.” The location of the ASTs is not shown on the site. The FEIS should provide a map that depicts the location of the ASTs in relation to the proposed facility construction. The safety measures integrated into the AST should also be discussed.

The DEIS (page 5-27) notes, “Under Alternative #4, the total number of flying hours for the 171 ARW would increase approximately 34 percent; therefore, throughput of petroleum substances and hazardous waste streams would be expected to increase commensurately.” The FEIS should discuss if the current hazardous waste management systems can handle and treat increased hazardous waste and if additional options have been considered for incorporation to respond to the projected increase.

The Pittsburgh IAP relies on two in-stream treatment ponds to treat deicing wash. The ANG should consider upgrading its deicing facility to meet current standards.

The DEIS (page 3-106) notes, “Hazardous wastes initially accumulated at a SAP are accumulated in appropriate containers before being transferred to the installation CAP.” “The installation CAP is located in Building 501/502 (171 ARW 2009, Tower 2013b).” Building 501/502 is not identified on a map in the DEIS. The FEIS should explain whether these buildings are within the study area, depict them on a map and discuss safety procedures incorporated into the building design. The FEIS should also describe the approximate increase in waste generated as a result of the Proposed Action and if the buildings would have the capacity to handle the additional waste.

61-5 Cont.

The DEIS (page 3-106) notes, “OWSs are used to separate oils, fuels, sand, and grease from wastewater and to prevent contaminants from entering the sanitary sewer and stormwater drainage systems. Fifteen OWSs are located on the 171 ARW installation. These OWSs primarily receive discharge from floor drains in maintenance area (171 ARW 2012c).” The FEIS should provide the location of the fifteen OWSs located on the 171 ARW installation and describe whether more are necessary to compensate for the proposed action and/or to control waste from entering the sanitary sewer and stormwater drainage systems.

The DEIS (pages 3-106 and 3-107) identifies three closed ERP sites and two closed Areas of Concern (AOC) at the 171 ARW installation. The DEIS did not discuss if contaminated soils were removed if groundwater is being treated and whether these areas are subject to land control restrictions. Since the Proposed Action can occur on or in proximity to existing ERP sites and AOCs, this information and how the proposed action may affect them, is critical to assessing environmental impacts and should be provided in the FEIS.

#### Environmental Justice and the Protection of Children

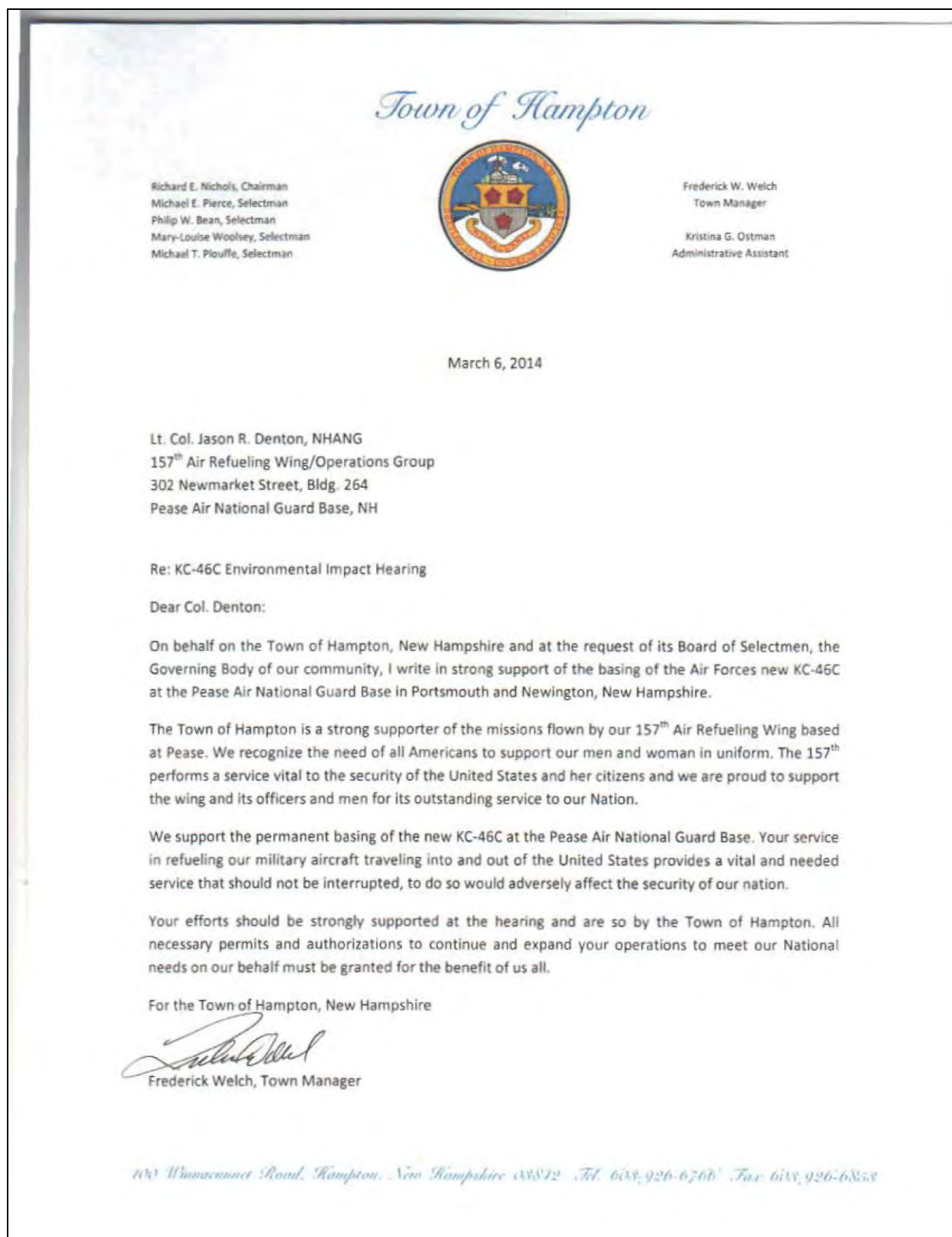
The DEIS (page 3-110) discusses minority and low-income populations as well as children under the age of 18 living in the vicinity of the Pittsburgh ANG. However, the FEIS should identify census tracts and blocks depicting these populations on a map to show possible impacts and support text and tables provided.

61-6

Aircraft Noise

The DEIS (page 4-89) notes, “Aircrews associated with the KC-46A would continue to practice closed patterns, including tactical procedures in which the aircraft climbs or descends in the immediate vicinity of the airfield.” “This procedure is currently being flown with the KC-135; however most tactical procedures would be accomplished in the simulator and at the other locations away from Pittsburgh IAP.” The FEIS should estimate the number of tactical procedures to take place in the simulator versus other locations and identify the other locations where this training will occur and associated impacts.

61-7







MARK A. RUELLE  
President and Chief Executive Officer

March 12, 2014

The Honorable Deborah James  
Secretary of the Air Force  
1670 Air Force Pentagon  
Washington, D.C. 20330

General Mark A. Welsh  
Chief of Staff-United States Air Force  
1670 Air Force Pentagon  
Washington, D.C. 20330

Dear Secretary James and General Welsh,

Westar Energy strongly urges the U.S. Air Force to place the Air National Guard KC-46A air refueling tankers with the 190<sup>th</sup> Air Refueling Wing at Forbes Field Air National Guard Base, Topeka, Kansas. The 190<sup>th</sup> ARW has worked diligently over the years, along with leadership from the Air Force and Air National Guard, to create one of the highest-quality and most cost-effective tanker operations in the country. They have done that with the strong support of this community, which has been home to Forbes Field since 1942.

The 190<sup>th</sup> ARW is a wonderful organization for Topeka, the state of Kansas and the entire country. We take great pride in the role it has played and will continue to play in defending our country. The 190<sup>th</sup> has an outstanding record of service, having served with distinction when its personnel and fleet of tankers have been called upon. Its safety record is stellar. Maintaining the 190<sup>th</sup> ARW's effectiveness with the new tankers would be a wise decision for the Air Force and would further strengthen the Topeka community's pride in the fact that the Air Force leadership thinks highly enough of the unit to consider it among the elite of Air National Guard operations. The KC-46A air refueling tankers would be a great addition to the 190<sup>th</sup> ARW's mission, allowing it to continue providing excellent service at Forbes for decades to come.

Forbes Field is optimally located in the center of the U.S. to support the aerial refueling needs of the Department of Defense, as well as having first-class facilities that would require very little investment to house the KC-46A and additional active-duty Air personnel. The existing ramp space will accommodate the larger aircraft with room to spare. Furthermore, a recent

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mark.ruelle@WestarEnergy.com

collaborative effort by the 190<sup>th</sup> ARW, City of Topeka, Shawnee County, Topeka Chamber and local industry was successful in rezoning areas around the base that will help protect the runway from encroachment for years to come.

Additionally, the 190<sup>th</sup> ARW has built a strong and positive working relationship with the Metropolitan Topeka Airport Authority created through a strong commitment to public/private partnerships. This lasting relationship gives the 190<sup>th</sup> ARW the ability to maintain a secure and low-cost installation by sharing infrastructure and costs for dual-use facilities and functions. Recently, United Airlines began offering twice-daily, non-stop jet service between Topeka Regional Airport (located at Forbes) and Chicago's O'Hare Airport.

The Topeka community actively embraces the 190<sup>th</sup> ARW, not only for the economic impact and flow of jobs but also for the many intangible impacts military service has on our community. 190<sup>th</sup> ARW personnel are locally regarded as the highest-quality community members, respected by both the business community and the residents of Topeka and Kansas. The Greater Topeka Chamber of Commerce places such importance in the 190<sup>th</sup>'s presence in Topeka that a permanent position was created in 2004 on the Chamber board of directors for the 190<sup>th</sup> ARW commander to be assured the needs of the 190<sup>th</sup> and its mission are always supported by the business community. In sum, 190<sup>th</sup> ARW personnel are an integral, vitally important part of our community, state and nation, and we strongly support their continued growth and strength with the addition of the new KC-46As.

Westar Energy, The Topeka Chamber of Commerce and the greater Topeka community stand with the 190<sup>th</sup> ARW, the Adjutant General and Governor of Kansas to encourage your attention to their capabilities and readiness to accept the new assignment of KC-46A tankers. We are always ready to provide assistance and partnership with the 190<sup>th</sup> ARW, and we are glad to have this opportunity to express our desire to have the new Air National Guard KC-46As at Forbes Field Air National Guard Base, Topeka, Kansas. It is a GREAT location for the KC-46As!

Sincerely,



cc: Ronald W. Krueger  
Colonel, Kansas Air National Guard  
Commander, 190<sup>th</sup> Air Refueling Wing, Forbes Field

Doug A. Kinsinger  
President and CEO  
Greater Topeka Chamber of Commerce



NATIONAL GUARD BUREAU  
3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

US Fish & Wildlife Service  
Received

FEB 12 2014

Kansas Field Office

1 February 2014

MEMORANDUM FOR INTERESTED INDIVIDUALS, ORGANIZATIONS, PUBLIC  
GROUPS, GOVERNMENT AGENCIES, AND PUBLIC LIBRARIES

FROM: NGB/A7AM

Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

SUBJECT: Draft Environmental Impact Statement for the Second Main Operating Base KC-46A  
Beddown at Alternative Air National Guard Installations

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [USC] 4321, *et seq.*), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508), and Air Force policy and procedures Air Force Instruction (AFI) 32-7061 (as promulgated at 32 CFR Part 989), the National Guard Bureau (NGB) has made available for public review and comment a *Draft Environmental Impact Statement for the Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations*.

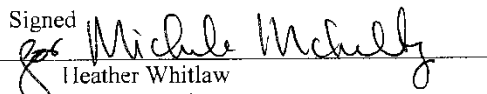
The United States Air Force (USAF) plans to replace a portion of the existing KC-135 aerial refueling fleet with the KC-46A, which will be a new aircraft to the USAF's fleet. As such, the USAF plans to identify locations for the beddown of a formal training unit (FTU) and the first main operating base (MOB 1), which will both be led by active duty units. The USAF will also beddown the KC-46A at the second main operating base (MOB 2), which will be led by an Air National Guard (ANG) unit. The NGB has prepared a Draft Environmental Impact Statement (EIS) to analyze the potential impacts of the MOB 2 KC-46A beddown. This letter references the MOB 2 beddown only, as the FTU and MOB 1 beddown are the subject of a separate action.

The Draft EIS analyzes potential environmental consequences that could result from the proposed beddown of KC-46A aircraft at alternative ANG installations. The NGB proposes to beddown 12 KC-46A aircraft at one of five alternative locations: Forbes Air National Guard Station (ANGS), Kansas; Joint Base McGuire-Dix-Lakehurst, New Jersey; Pease ANGS, New Hampshire; Pittsburgh ANGS, Pennsylvania; and Rickenbacker ANGS, Ohio.

The NGB also invites you to participate in the public hearings at one of the times and locations listed below. The address Date 3/13/14

☒ No Concerns/No Comment

Signed

  
Heather Whitlaw  
Field Supervisor  
U.S. Fish and Wildlife Service  
Kansas Ecological Services Field Office



*Business Is Our Business*

CANAL WINCHESTER AREA CHAMBER OF COMMERCE

614-837-1556

chamber@canalwinchester.com

20 North High Street

Canal Winchester Ohio, 43110

CHAMBER OF COMMERCE

KC-46A EIS PROJECT MANAGER  
NGBA7AM, SHEPPARD HALL  
3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

FEBRUARY 27, 2014

For the consideration of KC-46A EIS Project Mgr, NGB/A7AM:

The Canal Winchester Area Chamber of Commerce would like to encourage the United States Air Force to choose Rickenbacker Air National Guard Station as the beddown location for a squadron of KC-46A aircraft.

Rickenbacker is a well-established Air National Guard Station that currently houses aircraft of this type which should minimize that transition. The facility is located in an area that has historically, and will continue to, support and provide the resources required to keep the facility a vibrant entity.

The Central Ohio area has all of the amenities that make it a desirable location for the ANG members who staff the facility. A moderate cost of living, strong educational institutions (for ANG staff and their children) and access to 'quality of life' features, such as parks, museums and entertainment venues make Rickenbacker a place that creates a dedicated and loyal workforce.

The CWACC appreciates your consideration of Rickenbacker and pledges support and cooperation to see that a decision to locate here would be beneficial to all concerned.

Sincerely,

Erica Wymer  
Chairman of the Board

Greg Chamblin, Sr  
Chairman  
Advocacy/Economic Development Committee

Amanda Lemke  
President

Canal Winchester Area Chamber of Commerce  
20 N. High St.  
Canal Winchester, Ohio 43110  
614-837-1556  
614-837-9901 Fax  
[www.canalwinchester.com](http://www.canalwinchester.com)





**Dublin City Council**

5200 Emerald Parkway  
Dublin, Ohio 43017  
Phone: 614.410.4400

[www.dublinohiousa.gov](http://www.dublinohiousa.gov)

**Mayor**

Michael H. Keenan

**Vice Mayor**

Richard S. Gerber

Marilee Chinnici-Zuercher

Timothy A. Lecklider

Gregory S. Peterson

John G. Reiner

Amy J. Salay

**Clerk of Council**

Anne C. Clarke

February 26, 2014

The Honorable John A. Boehner  
Speaker of the House  
1011 Longworth House Office Building  
Washington, D.C. 20515

Dear Speaker Boehner,

The City of Dublin strongly supports the selection of Rickenbacker Air Guard Station for the proposed Air National Guard (ANG) KC-46A Beddown.

The Ohio Air National Guard's 121<sup>st</sup> Air Refueling Wing based at Rickenbacker has a proven record of exemplary performance in the air refueling mission.

In addition, the location, infrastructure and community support for Rickenbacker throughout Central Ohio provides a unique benefit to the Air Force. The geographic location of Rickenbacker Air Guard Station makes it well suited to provide responsive support to the significant demand for aerial refueling in the eastern United States and, in particular, the heavy concentration of fighter and cargo aircraft in the southeast states.

The local communities in Central Ohio are strong supporters of the base and its residents. The community amenities in our region and the low local area cost of living make Rickenbacker AGS an appropriate location for an active association unit.

We encourage you to continue to support the proposed Air National Guard KC-46A Beddown at Rickenbacker Air Guard Station, which will greatly benefit the region and all of Ohio.

Sincerely,

Michael H. Keenan  
Mayor

Marsha I. Grigsby  
City Manager





**Dublin City Council**

5200 Emerald Parkway  
Dublin, Ohio 43017  
Phone: 614.410.4400

[www.dublinohiousa.gov](http://www.dublinohiousa.gov)

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**Clerk of Council**

Anne C. Clarke

February 26, 2014

The Honorable Steve Stivers  
U.S. Congressman  
1022 Longworth House Office Building  
Washington, D.C. 20515

Dear Congressman Stivers,

The City of Dublin strongly supports the selection of Rickenbacker Air Guard Station for the proposed Air National Guard (ANG) KC-46A Beddown.

The Ohio Air National Guard's 121<sup>st</sup> Air Refueling Wing based at Rickenbacker has a proven record of exemplary performance in the air refueling mission.

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Sincerely,

Michael H. Keenan  
Mayor

Marsha I. Grigsby  
City Manager



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Amy J. Salay

**Clerk of Council**  
Anne C. Clarke

February 26, 2014

The Honorable Sherrod Brown  
U.S. Senator  
713 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senator Brown,

The City of Dublin strongly supports the selection of Rickenbacker Air Guard Station for the proposed Air National Guard (ANG) KC-46A Beddown.

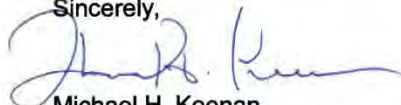
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Sincerely,



Michael H. Keenan  
Mayor



Marsha I. Grigsby  
City Manager



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**Clerk of Council**

Anne C. Clarke

February 26, 2014

The Honorable Jim Jordan  
U.S. Congressman  
1524 Longworth House Office Building  
Washington, D.C. 20515

Dear Congressman Jordan,

The City of Dublin strongly supports the selection of Rickenbacker Air Guard Station for the proposed Air National Guard (ANG) KC-46A Beddown.

The Ohio Air National Guard's 121<sup>st</sup> Air Refueling Wing based at Rickenbacker has a proven record of exemplary performance in the air refueling mission.

In addition, the location, infrastructure and community support for Rickenbacker throughout Central Ohio provides a unique benefit to the Air Force. The geographic location of Rickenbacker Air Guard Station makes it well suited to provide responsive support to the significant demand for aerial refueling in the eastern United States and, in particular, the heavy concentration of fighter and cargo aircraft in the southeast states.

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We encourage you to continue to support the proposed Air National Guard KC-46A Beddown at Rickenbacker Air Guard Station, which will greatly benefit the region and all of Ohio.

Sincerely,

Michael H. Keenan  
Mayor

Marsha I. Grigsby  
City Manager





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**Clerk of Council**

Anne C. Clarke

February 26, 2014

The Honorable Rob Portman  
United States Senator  
448 Russell Senate Office Building  
Washington, D.C. 20510

Dear Senator Portman,

The City of Dublin strongly supports the selection of Rickenbacker Air Guard Station for the proposed Air National Guard (ANG) KC-46A Beddown.

The Ohio Air National Guard's 121<sup>st</sup> Air Refueling Wing based at Rickenbacker has a proven record of exemplary performance in the air refueling mission.

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Sincerely,

Michael H. Keenan  
Mayor

Marsha I. Grigsby  
City Manager



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John G. Reiner

Amy J. Salay

**Clerk of Council**

Anne C. Clarke

February 26, 2014

The Honorable Pat Tiberi  
U.S. Congressman  
106 Cannon House Office Building  
Washington, D.C. 20515

Dear Congressman Tiberi,

The City of Dublin strongly supports the selection of Rickenbacker Air Guard Station for the proposed Air National Guard (ANG) KC-46A Beddown.

The Ohio Air National Guard's 121<sup>st</sup> Air Refueling Wing based at Rickenbacker has a proven record of exemplary performance in the air refueling mission.

In addition, the location, infrastructure and community support for Rickenbacker throughout Central Ohio provides a unique benefit to the Air Force. The geographic location of Rickenbacker Air Guard Station makes it well suited to provide responsive support to the significant demand for aerial refueling in the eastern United States and, in particular, the heavy concentration of fighter and cargo aircraft in the southeast states.

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Sincerely,

Michael H. Keenan  
Mayor

Marsha I. Grigsby  
City Manager



150 South Front St, Suite 200  
Columbus, OH 43215  
T (614) 221.1321  
columbus.org

January 24, 2013

Colonel James V. Jones  
Commander  
121st Air Refueling Wing  
7370 Minuteman Way  
Columbus, Ohio 43217

Dear Colonel Jones:

On behalf of the Columbus Region business community, let me express our excitement on making the short list of locations for the new KC-46 Tanker. Since the 1940s, Rickenbacker has continuously and capably hosted military aviation operations. Military personnel and their families have found the Columbus Region to be a vibrant home in which to live, work and play. We'd be honored to host the first Air National Guard-led KC-46A main operating base.

Columbus offers the vital support to ensure your Airmen and their families feel welcome, grow and prosper. Rickenbacker's host community, the 15<sup>th</sup> largest city in the U.S., is a vibrant, growing metro area. Two of our strongest economic drivers – healthcare and education – are noted as critical criteria in your review. With four major healthcare systems (including a major children's research hospital and two major cancer treatment centers), Columbus is a regional center for medical care. And with tremendous choice among K-12 education, the largest community college in the region, and 50 colleges/universities and post-secondary institutions, Columbus offers more education options than practically any other metropolitan area. Moreover, with 15 Fortune 1000 companies in the Columbus Region, spousal employment opportunities abound. And finally, with a cost of living that ranks in the top 10 nationally among major metro areas, your personnel will be able to afford the dining, entertainment and cultural options.

We know you will do a detailed analysis of our Region and compare us against other competitors to ensure the best choice for your people, your aircraft and your mission. But as a metropolitan area, you'll find no better, no more sustainable home. As a former AF officer and as one who chose to live and work in Columbus, I promise you'll be well taken care of in Central Ohio. Your KC-46 ANG MOB should be Rickenbacker Air Guard Station.

If you have any questions, please contact me at 614.225.6917.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Dalby".

Michael Dalby  
President & CEO





**COLUMBUS REGIONAL AIRPORT AUTHORITY**  
PORT COLUMBUS • RICKENBACKER • BOLTON

January 24, 2013

Colonel James V. Jones  
Commander  
121<sup>st</sup> Air Refueling Wing  
7370 Minuteman Way  
Columbus, Ohio 43217

**Board of Directors**  
Dwight E. Smith  
Chair  
Susan Tomasky  
Vice Chair

Don M. Casto, III  
Frank Cipriano  
William R. Helfner  
John W. Kessler  
Wm. J. Lhota  
Jordan A. Miller, Jr.  
Kathleen H. Ransier

Elaine Roberts, A.A.E.  
President & CEO

Dear Colonel Jones:

On behalf of the Columbus Regional Airport Authority (CRAA) and the Columbus Region business community, allow me to express our enthusiasm on making the short list of locations for the new KC-46 Tanker. The CRAA would be honored to host the first Air National Guard-led KC-46A Main Operating Base. As the Air Force examines candidate bases for the initial fielding of the KC-46A, we want to express our strong support for the Ohio Air National Guard's 121<sup>st</sup> Air Refueling Wing based at Rickenbacker Air Guard Station (AGS).

Since 1941, Rickenbacker has been the backbone for military aviation operations. Lockbourne Air Force Base was home base to the Tuskegee Airmen after World War II. The 332<sup>nd</sup> Fighter Group remained at Lockbourne, now named Rickenbacker Air National Guard Base, until 1949. This rich and unique heritage, which includes a history identified with Columbus-born Eddie Rickenbacker, one of the facilities used to train Members of the WASPS (Women Airforce Service Pilots), and home to the Tuskegee Airmen is not only a central part of the base's identity, but the larger Columbus community's history.

Military personnel and their families have found the Columbus Region to be a vibrant home in which to live, work and play. The military remains extremely active at Rickenbacker. Today the U.S. and Ohio Air National Guard, U.S. Army Reserve and Navy/Marine Reserve units can be found at Rickenbacker. This creates significant economies of scale when these units can be collocated on facilities that include a significant amount of community investment in infrastructure.

The combination of the infrastructure, Central Ohio location, and community associated with the site and the proven performance of the unit, would give this location unique benefit to the Air Force. The Rickenbacker Air Guard Station is well located to provide responsive support to the significant demand for aerial refueling in the eastern United States, particularly the heavy concentration of fighter and cargo aircraft in the southeast states. Rickenbacker AGS is well positioned to accept 12 KC-46A aircraft, with the base's infrastructure currently supporting 18 KC-135R aircraft. Rickenbacker also offers a total logistics platform, all-weather navigation, a Foreign-trade zone, and U.S. Customs and Border Protection on site. CRAA maintains all runways, taxiways and navigational aids.

68-1

Additionally, the facility stands out for its existing infrastructure, offering not just one, but two runways meeting the criteria identified in your sourcing document.

**Port Columbus International Airport**  
4000 International Gateway  
Columbus, Ohio 43219  
Phone: 614-239-4000  
Fax: 614-239-4066

**Rickenbacker International Airport**  
7400 Alum Creek Drive  
Columbus, Ohio 43217  
Phone: 614-491-1301  
Fax: 614-491-0862

**Bolton Field Airport**  
2000 Norton Road  
Columbus, Ohio 43228  
Phone: 614-851-9900  
Fax: 614-851-8959

Page 2 | Rickenbacker KC-46 Tanker

Through our partnerships with counties, cities, townships and the Mid-Ohio Regional Planning Commission, we have been able to leverage public and private investment for Rickenbacker. We have leveraged over \$112 million of investments from the FAA, as well as federal and state grants. We are completing the grant offer and acceptance on a \$16 million TIGER Grant that will facilitate the completion of \$30 million of capital projects (East-West Connector) providing better access to/from Rickenbacker. In total, \$177 million has been invested in capital improvements at Rickenbacker between 2003 and 2012, excluding investments made by the military.

Columbus offers the vital support to ensure your Airmen and their families feel welcome, grow and prosper. Rickenbacker's host community, the 15<sup>th</sup> largest city in the U.S., is a vibrant, growing metro area. The economic impact that Rickenbacker, as well as Port Columbus and Bolton Field airports, have in the Columbus area are quite impressive. Our airports make a considerable contribution to the economy in employment, payroll and economic activity.

**Summary of Economic Impacts [2012 Study by CDM Smith]**

	<b>CRAA's Airports</b>	<b>Rickenbacker Off-Airport Businesses</b>	<b>Total Impacts</b>
<b>Total Jobs</b>	38,374	15,798	54,172
<b>Total Payroll</b>	\$1.3 Billion	\$515.2 Million	\$1.8 Billion
<b>Total Output</b>	\$4.6 Billion	\$1.9 Billion	\$6.6 Billion

The Columbus Region is a test market of the United States because of its diverse economic profile. In addition to the large universities, and having a national logistics hub, it is a center of retail brands such as the Limited Brands and Wendy's and the second home of Chase bank, which happens to be the region's largest employer. With 6 Fortune 500 and 15 Fortune 1000 companies in the Columbus Region, spousal employment opportunities abound. Nearly 190 companies have chosen the Columbus Region to locate and expand since 2011, and the Rickenbacker Global Logistics Park provides up to 29 million square feet of additional development space to complement the 40 million square feet of existing space.

Moreover, Columbus' cost of living ranks in the top 10 nationally among major metro areas, meaning your personnel will be able to afford the dining, entertainment and cultural options of our vibrant city.

Two of our strongest economic drivers – healthcare and education – are noted as critical criteria in your review. The Chalmers P. Wylie VA Ambulatory Care Center is located in Columbus and four VA Clinics are located in the regional area. With four major healthcare systems, including a major children's research hospital and two major cancer treatment centers, Columbus is a regional center for medical care.

In addition, with a tremendous choice among K-12 education, the largest community college in the region, and 50 colleges/universities and post-secondary institutions, Columbus offers more education options than practically any other metropolitan area. Our health care and educational institutions are not only top-rated, but have a history of working together on regional priorities.



Page 3 | Rickenbacker KC-46 Tanker

We know you will do a detailed analysis of our Region and compare us against other competitors to ensure the best choice for your people, your aircraft and your mission. And as a metropolitan area, you'll find no better, no more sustainable and welcoming home. We believe that the proven performance and wealth of experience at the 121<sup>st</sup>, Rickenbacker's outstanding facilities, and the strong local and statewide support enjoyed by the unit make it an ideal location for a KC-46A Main Operating Base. We encourage you to give Rickenbacker AGS every favorable consideration as you make your decision in the months ahead.

68-1  
Cont.

Additional facility information has previously been provided to your staff. However, if you have any additional questions, please contact me at 614-239-4004.

Sincerely,



Elaine Roberts  
President & CEO



**Destination: Canal Winchester**

P.O. Box 45  
Canal Winchester, OH 43110  
Phone: (614) 270-5053  
[www.DestinationCW.org](http://www.DestinationCW.org)

DATE: January 15, 2013

SUBJECT: Letter of Support for 121<sup>st</sup> Air Refueling Wing (Rickenbacker AFB)

Colonel James V. Jones  
121<sup>st</sup> Air Refueling Wing  
7370 Minuteman Way  
Columbus, Ohio 43217

Colonel Jones,

As the Visitor/Tourism Bureau for the city of Canal Winchester, Destination: Canal Winchester wants to go on record that we enthusiastically support any decision to maintain or augment current mission scope and staffing of the 121<sup>st</sup> Air Refueling Wing located at Rickenbacker AFB and we greatly appreciate all efforts toward that end. Our community has developed an integrated relationship with the hard-working men and women of the Rickenbacker Air National Guard base and any significant reduction in staffing there would have an immediate adverse impact on our quality of life. We fully understand that military technology and budgets change over time but locations with high-performing work teams like the 121<sup>st</sup> ARW deserve special consideration for their professionalism and positive effect both on and off base.

Through their patronage, the Rickenbacker team members provide direct economic support to our local small businesses and help draw family and friends into our community who would not otherwise visit Canal Winchester. Without exception, they are outstanding representatives of the country, their uniform, and our community. If the 121<sup>st</sup> ARW must lose mission due to planned retirement of equipment such as the KC-135 aircraft, please give strongest consideration to allowing a proven efficient team to transition into a KC-46A maintenance role so they can continue the outstanding service they provide to their country and surrounding community. Thank you for your time, help, and thoughtful consideration of this community's future!

Sincerely,

**Bruce Jarvis**  
Executive Director, Destination: Canal Winchester  
[info@DestinationCW.org](mailto:info@DestinationCW.org)

*Destination: Canal Winchester is a 501(c)(3) non-profit organization (tax ID: 31-1659678)*



Commissioner Marilyn Brown • Commissioner Paula Brooks • Commissioner John O'Grady  
President

March 26, 2014

KC-46A EIS Project Manager, NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Sir:

The Franklin County, Ohio Board of Commissioners enthusiastically supports the location of the new KC-46A "Pegasus" mission at Rickenbacker Air National Guard Base here in Franklin County, as Rickenbacker is prepared to accept the new role of the main operating base of the KC-46 today.

Rickenbacker offers unique opportunities for local partnerships that would make the location of the KC-46 here a success. The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports, located within miles of each other and providing access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal, which combines rail head traffic, road traffic and distribution and warehouse facilities into a true Inland Port. This is unparalleled, low-cost, joint-use surge capability that would benefit a KC-46 operation. Teamed with the Defense Logistics Agency, also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force.

Because Columbus is located within an hour's flight – a day's drive – to nearly 60% of the U.S. population, Central Ohio is an ideal departure point for homeland defense and security activities.

Franklin County is the proud home to 1.2 million residents with wonderful natural assets. Our community features 15 Fortune 1000 communities and was recently ranked the #4 metropolitan area in the nation for economic growth by The Business Journals. Our anchor institutions include world-class healthcare systems (including a major children's research hospital and two major cancer treatment centers), the largest private research institution in the world (Battelle) and one of the largest research universities in the world (The Ohio State University). Our vast cultural amenities include #1 rankings for our ballpark, zoo and metropolitan library system, and our cost-of-living ranks in the top 10 nationally among major metro areas.

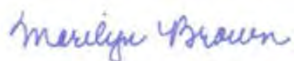
373 South High Street, 26th Floor, Columbus, Ohio 43215-6314  
Tel: 614-525-3322 Fax: 614-525-5999 [www.FranklinCountyOhio.gov](http://www.FranklinCountyOhio.gov)

Page Two  
KC-46A EIS Project Manager  
March 26, 2014

Franklin County government has long been recognized for its professionally run operations, and is among very few metro counties in the nation that carry a double AAA bond rating, the highest rating available. Our focus on investments in public safety, economic development and environmental sustainability contributes to the great quality of life in Central Ohio.

We thank you in advance for your consideration of Rickenbacker Air National Guard Base as the future home of the KC-46.

Sincerely,



Marilyn Brown, President



Paula Brooks



John O'Grady

The Franklin County Board of Commissioners





Commissioner John O'Grady • Commissioner Paula Brooks • Commissioner Marilyn Brown  
President

January 23, 2013

Colonel James V. Jones  
Commander  
121st Air Refueling Wing  
7370 Minuteman Way  
Columbus, Ohio 43217

Dear Colonel Jones:

The Franklin County Board of Commissioners enthusiastically supports the location of the new KC-46 Tanker at Rickenbacker, and our community would be honored to host the first Air National Guard-led KC-46A main operating base.

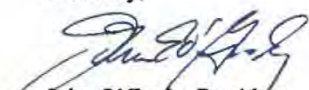
Since the 1940s, Rickenbacker has continuously and capably hosted military aviation operations. Military personnel and their families have found Franklin County to be a supporting community and wonderful place to locate.

Franklin County is the proud home to 1.2 million residents with wonderful natural assets. Our community features 15 Fortune 1000 communities and was recently ranked the #4 metropolitan area in the nation for economic growth by The Business Journals. Our anchor institutions include world-class healthcare systems (including a major children's research hospital and two major cancer treatment centers), the largest private research institution in the world (Battelle) and one of the largest research universities in the world (The Ohio State University). Our vast cultural amenities include #1 rankings for our ballpark, zoo and metropolitan library system, and our cost-of-living ranks in the top 10 nationally among major metro areas.

Franklin County government has long been recognized for its professionally run operations, and is among very few metro counties in the nation that carry a double AAA bond rating, the highest rating available. Our focus on investments in public safety, economic development and environmental sustainability contributes to the great quality of life in Central Ohio.

As you proceed with our analysis, we expect that our region will compare favorably with any in the country, and we look forward to the opportunity to welcome you to our community. Please do not hesitate to call us if you have any questions.

Sincerely,



John O'Grady, President

Franklin County Board of Commissioners



Paula Brooks



Marilyn Brown

373 South High Street, 26th Floor, Columbus, Ohio 43215-6314  
Tel: 614-525-3322 Fax: 614-525-5999 [www.FranklinCountyOhio.gov](http://www.FranklinCountyOhio.gov)

Capitol Building  
Room 241-South  
300 SW 10th Street  
Topeka, KS 66612



Phone: (785) 296-3232  
Fax: (785) 368-8788  
governor.ks.gov

Sam Brownback, Governor

March 18, 2014

KC-46A EIS Program Manager  
NGB/A7AM  
Shepperd Hall, 3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Sir/Madam,

We are extremely proud that Forbes Field Air National Guard Base (ANGS)/190<sup>th</sup> Air Refueling Wing (ARW) is one of five ANGSS being considered to become the first Air National Guard Main Operating Base (MOB2) for the KC-46A mission. As proud as we are of this consideration, we in Kansas are just as proud of the 190<sup>th</sup>'s successful history of operating air refueling aircraft in support of military and national security missions.

Clearly an Active Association such as the one currently existing at Pease Air National Guard Base is an important factor in determining where the Air Force should beddown the KC-46A for the MOB2 mission site. The State of Kansas looks forward to working with the 190<sup>th</sup> ARW, the Air National Guard and Headquarters, US Air Force, to establish an Active Association at Forbes Field in Topeka, Kansas.

While we certainly respect and support the United States Air Force's (USAF) decision selecting Pease ANGSS, we firmly believe that Forbes continues to be a top candidate and an excellent choice for a future KC-46A Active Association and associated mission during the next round of basing decisions for the KC-46A.

I also want you to know that Forbes Field Air National Guard Base and the 190<sup>th</sup> ARW have enjoyed, and will continue to enjoy, strong state and community engagement and support. I pledge on behalf of the citizens of Kansas that we will not only assist the 190<sup>th</sup> ARW in its efficient and cost effective accomplishment of its air refueling mission, but also in improving the quality of life of its airmen and their families.

Sincerely,

Sam Brownback  
Governor

CC:

Honorable Debbie Lee James - Secretary of the Air Force

Ms. Kathleen Ferguson – Assistant Secretary (Acting), Assistant Secretary for Installations, Environment and Logistics

Lieutenant General Stanley E. "Sid" Clarke - Director, Air National Guard Bureau



City of Canal Winchester  
36 South High Street  
Canal Winchester, Ohio 43110-1213

January 23, 2013

Colonel James V. Jones  
Commander  
121st Air Refueling Wing  
7370 Minuteman Way  
Columbus, Ohio 43217

Dear Colonel Jones:

On behalf of the Canal Winchester community, let me express our congratulations on making the short list of locations for the new KC-46A Tanker. Since the 1940s, Rickenbacker has continuously and capably hosted military aviation operations. Military personnel and their families have found the Columbus Region to be a vibrant home in which to live, work and play. We'd be honored to host the first Air National Guard-led KC-46A main operating base.

With Canal Winchester's close proximity to Rickenbacker, it makes it easy for your Airmen to enjoy dining and shopping during their lunchtime; as well as partake in family friendly events and festivals throughout the entire year. Canal Winchester offers your Airmen and their families a place for healthcare needs with our new Diley Ridge Medical Center. This medical campus currently includes a medical office building with family and specialty physicians, Nationwide Children's Urgent Care Center and an Emergency Room. This campus is proposed to expand to several more office buildings and a two hundred bed hospital in the next several years. With all these amenities within a short distance to Rickenbacker Air Base, Airmen and their families have found Canal Winchester to be a welcoming area where they want to raise their families and be a part of the community.

We know you will do a detailed analysis of our Region and compare us against other competitors to ensure the best choice for your people, your aircraft and your mission. We feel that as community, you'll find no better or more sustainable home than the Rickenbacker Air Guard Station, and we hope that you will come to the same conclusion.

If you have any questions, please contact me at 614.837.7493.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Ebert', is written over a horizontal line.

Michael Ebert  
Mayor

Office: (614) 837-7493

Fax: (614) 837-0145





Mid-Ohio Regional Planning Commission

March 24, 2014

KC-46A EIS Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Subject: KC-46A Pegasus Mission

Dear KC-46A EIS Project Manager:

111 Liberty Street  
Suite 100  
Columbus, Ohio 43215  
T 614.228.2663  
F 614.228.1904  
TTY 1.800.750.0750  
www.morpc.org

The Mid-Ohio Regional Planning Commission (MORPC) supports bringing the KC-46A "Pegasus" to Rickenbacker Air National Guard Base in Columbus, Ohio. Rickenbacker is prepared today to accept the new role of the main operating base of the KC-46A.

The Columbus Regional Airport Authority (CRAA) governs both Rickenbacker and Columbus International Airports. The two airports are located within miles of each other and provide access to four heavy lift capable runways. The CRAA also governs the Rickenbacker Intermodal that combines rail head traffic, road traffic, and distribution and warehouse facilities into a true "In Land Port". This is an unparalleled low-cost joint use surge capability that would benefit a KC-46 operation.

In addition, the Defense Logistics Agency is also located in Columbus (by the airport), and the 121 Air Refueling Wing can be a key partner in the cargo delivery for the Air Force. Columbus is the ideal departure point for homeland defense and security as a one hour flight time can reach 60 percent of the US population. As a result, long-haul worldwide carriers are already utilizing this airport.

The Mid-Ohio Regional Planning Commission (MORPC) is a voluntary association of over 50 local governments from the Central Ohio Area. MORPC provides services in transportation, planning, energy, housing, land use, environment, and economic prosperity to promote sustainable communities. MORPC serves as a collective voice on regional matters and supports the opportunities to expand services at Rickenbacker Air National Guard Base

Columbus is the 15<sup>th</sup> largest city and rated the 11<sup>th</sup> most military friendly city in America. The city was recently awarded an Employer Support of the Guard and Reserve award. The Columbus Region is one of the most dynamic and diverse metropolitan regions in the U.S. and is known for its top-ranked market access, talented workforce and high-value cost of doing business.

Therefore, MORPC highly supports bringing the KC-46 to Rickenbacker.

Kind regards,

A handwritten signature in blue ink, appearing to read "William Murdock", is written over a light blue and green wavy background graphic.

William Murdock  
Executive Director

Marilyn Brown  
Chair

Eric S. Phillips  
Vice Chair

Matt Greeson  
Secretary

William Murdock, AICP  
Executive Director





The State of New Hampshire  
DEPARTMENT OF ENVIRONMENTAL SERVICES

Thomas S. Burack, Commissioner



March 20, 2014

Ms. Anne Rowe  
KC-46A MOB2 Project Manager  
NGB/A7AM  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

**RE: NHDES COMMENTS – NEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) – KC-46A BEDDOWN (MOB2) – PEASE AIR NATIONAL GUARD STATION (ANGS), PORTSMOUTH, NEW HAMPSHIRE – FEBRUARY 2014**

Dear Ms. Rowe:

The New Hampshire Department of Environmental Services (NH DES) has completed its review of the subject DEIS. NH DES provided comments to you on October 16, 2013 relative to potential environmental issues that needed to be addressed for the NEPA analysis, based on facts and plans presented in draft chapters one and two of the DEIS, dated September 2013. Topics considered included storm water management, wetland impacts, erosion control, aboveground petroleum management systems and air emissions modeling.

As a result of the review of the full DEIS, dated February 2014, the NH DES has no further comments at this time on the KC-46A proposal for the Pease ANGS. Instead, please accept our prior comments, dated October 16, 2013, as final for the full DEIS. I have enclosed with this letter copies of our October 16, 2013 comments for your reference. NH DES also attended the public hearing for the project on March 6, 2014 at the Portsmouth (NH) City Hall.

DES would like to thank you for the opportunity to comment on the DEIS. It is our intent to continue to serve as a partner in your effort to evaluate the Pease ANGS in Portsmouth, New Hampshire as a second main operating base (MOB 2) for the KC-46A beddown facility. If there are questions, please contact me as needed.

Sincerely,

Timothy W. Drew  
Administrator  
Public Information & Permitting  
Office of the Commissioner

Encs.

Cc: Thomas S. Burack, Commissioner, NH DES  
Vicki V. Quiram, Assistant Commissioner, NH DES  
Harry T. Stewart, Director, Water Division, NH DES  
Michael Wimsatt, Director, Waste Management Division, NH DES  
Craig Wright, Director, Air Resources Division, NH DES  
Jeffrey Andrews, Water Division, NH DES  
Ridgely Mauck, Water Division, NH DES  
Robert Daniel, Waste Management Division, NH DES  
Felice Janelle, Air Resources Division, NH DES

DES Web site: [www.des.nh.gov](http://www.des.nh.gov)

P.O. Box 95, 29 Hazen Drive, Concord, New Hampshire 03302-0095

Telephone: (603) 271-3503 • Fax: (603) 271-2867 • TDD Access: Relay NH 1-800-735-2964



The State of New Hampshire  
DEPARTMENT OF ENVIRONMENTAL SERVICES

Thomas S. Burack, Commissioner



October 16, 2013

Ms. Anne Rowe  
KC-46A MOB2 Project Manager  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

**RE: NHDES COMMENTS – DRAFT CHAPTERS 1 & 2 - NEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) – KC-46A BEDDOWN (MOB2) – PEASE AIR NATIONAL GUARD STATION (ANGS), PORTSMOUTH, NEW HAMPSHIRE – SEPTEMBER 2013**

Dear Ms. Rowe:

The New Hampshire Department of Environmental Services (DES) has completed its review of the subject chapters and provides the enclosed comments for your consideration. The initial drafts of chapters one and two represented the focus of the agency's review. Topics addressed included storm water management, aboveground petroleum management systems and air emissions modeling.

DES would like to thank you for the opportunity to comment on the early stages of the DEIS. It is our intent to continue to serve as a partner in your effort to evaluate the Pease ANGS in Portsmouth, New Hampshire as a beddown site for the KC-46As. If there are questions, please contact me as needed.

Sincerely,

Timothy W. Drew  
Administrator  
Public Information & Permitting  
Office of the Commissioner

Enc.

Cc: Thomas S. Burack, Commissioner, NH DES  
Vicki V. Quiram, Assistant Commissioner, NH DES  
Harry T. Stewart, Director, Water Division, NH DES  
Michael Wimsatt, Director, Waste Management Division, NH DES  
Craig Wright, Director, Air Resources Division, NH DES  
Jeffrey Andrews, Water Division, NH DES  
Gregg Comstock, Water Division, NH DES  
Michael Juranty, Waste Management Division, NH DES  
Michael Fitzgerald, Air Resources Division, NH DES  
Thomas P. Ballesterio, Director, Storm Water Center, UNH, Durham NH

DES Web site: [www.des.nh.gov](http://www.des.nh.gov)

P.O. Box 95, 29 Hazen Drive, Concord, New Hampshire 03302-0095

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**DRAFT CHAPTERS 1 & 2 - NEPA DRAFT ENVIRONMENTAL IMPACT  
STATEMENT (DEIS) – KC-46A BEDDOWN (MOB2) – PEASE AIR NATIONAL  
GUARD STATION (ANGS), PORTSMOUTH, NEW HAMPSHIRE – SEPTEMBER 2013**

**NH DES COMMENTS**

October 16, 2013

**Comment 1. Storm Water Management**

Based on the figures in Table 2.3 (total disturbance 117,173 square feet and total new impervious surface 26,865 square feet), the Air National Guard Station (ANGS) will need both the U.S. Environmental Protection Agency (U.S. EPA) Construction General Permit (<http://des.nh.gov/organization/divisions/water/stormwater/construction.htm>) and an NH DES Alteration of Terrain Permit ([http://des.nh.gov/organization/divisions/water/aot/permit\\_aot.htm](http://des.nh.gov/organization/divisions/water/aot/permit_aot.htm)). If the project includes construction dewatering, the ANGS may also need either the Dewatering General Permit (DGP - see <http://www.epa.gov/region1/npdes/dewatering.html>) or the Remediation General Permit (RGP - see <http://www.epa.gov/region1/npdes/rgp.html>), which are typically required for dewatering groundwater containing contaminants. ANGS would not need to address U.S. EPA Municipal Separate Storm Sewer System General Permit (MS4 GP) requirements since Newington is not an MS4, but would need to meet any applicable requirements in the Pease Tradeport's individual National Pollutant Discharge Elimination System Permit (NH0090000) that contains conditions on several storm water outfalls (see attached NPDES Permit).

This additional impervious surface will create the potential for additional pollutant loads to be discharged to the impaired waters in the vicinity, including Great Bay. NH DES suggests that the ANGS's goal should be "hold the loads" for any pollutants for which nearby waters are impaired. This could mean deploying structural Best Management Practices such as the University of New Hampshire's subsurface gravel wetlands or a bioretention hybrid (internal storage volume). If this is considered a federal site or construction project, the ANGS would also need to comply with the storm water management requirements of Section 438 of the

**DRAFT CHAPTERS 1 & 2 - NEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) – KC-46A  
BEDDOWN (MOB2) – PEASE AIR NATIONAL GUARD STATION (ANGS)  
PORTSMOUTH, NEW HAMPSHIRE- SEPTEMBER 2013**

**NH DES Comments**  
October 16, 2013  
Page 1 of 3

Energy Independence and Security Act (see <http://water.epa.gov/polwaste/nps/section438.cfm>). Information on subsurface gravel wetlands can be found in the UNH Stormwater Center's annual report (see <http://unh.edu/unhsc/sites/unh.edu.unhsc/files/docs/UNHSC.2012Report.10.10.12.pdf>) or by contacting the Center (see <http://www.unh.edu/unhsc/contact>). For information on the bioretention hybrids, which are a fairly recent design, however some exist presently in seacoast New Hampshire, contact Dr. Thomas Ballesterio by telephone at (603) 862-1405 or by email at [tom.ballesterio@unh.edu](mailto:tom.ballesterio@unh.edu).

### **Comment 2. Petroleum Management**

The proposed project for modifying the refueling hydrants and lines would be regulated by the NH DES Aboveground Storage Tank (AST) Program (<http://des.nh.gov/organization/divisions/waste/orcb/ocs/astp/index.htm>). This project is detailed on page 2-32 "Project #7", shown on page 2-33 of the DEIS, and discussed at the top of page 2-36. The New Hampshire Air National Guard, Civil Engineering Squadron, is aware of the NH DES AST Program requirements and has been in preliminary contact with Bob Daniel in the Plan Review Subsection to discuss the scope of future improvements. The AST Program welcomes the proposed modifications that would add interstitial monitoring and secondary containment to the hydrants and lines.

### **Comment 3. Air Emissions Analysis**

Based on the NH DES Air Resources Division's (ARD) review of the above referenced project description, we concur that the project is compatible with the plans, programs, and objectives of ARD, and that the project should have no significant environmental impact to local or regional air quality.

ARD conducted modeling to determine potential air emissions, based on the type of aircraft to be used and the number of sorties as noted in the description of the proposed action using the FAA's Emission and Dispersion Modeling System (EDMS). Results are shown below:

#### **Pease Air National Guard Base**

*Emissions for KC-135 vs. Proposed KC-46As*

Aircraft Scenario	Emissions in Tons Per Year				
	CO	NOx	PM	SOx	VOC
KC-135R, CFM56-2A engines, 10,204 sorties	259.9	392.9	4.2	36.9	21.1
KC-46A, PW4062 engines, 12,799 sorties	467.4	359.1	5.6	30.9	139.9
Difference	207.4	-33.8	1.4	-6.1	118.8
Rockingham county total, tons per year*	50,578	8,235	8,458	3,577	7,939

DRAFT CHAPTERS 1 & 2 - NEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) – KC-46A  
BEDDOWN (MOB2) – PEASE AIR NATIONAL GUARD STATION (ANGS)  
PORTSMOUTH, NEW HAMPSHIRE- SEPTEMBER 2013

NH DES Comments  
October 16, 2013  
Page 2 of 3

% change in Rockingham county emissions with KC-46A aircraft and 2,595 additional sorties      0.41%    -0.41%    0.02%    -0.17%    1.50%

Notes:

- 1) Emissions were estimated with EDMS 5.1.4.1
  - 2) A Boeing 767-200ER with PW4062 engines was used to represent the KC-46A
  - 3) A sortie was considered equal to a complete landing-takeoff operation (LTO)
- \* National Emissions Inventory reporting for 2011

As shown, emissions for oxides of nitrogen and sulfate (NO<sub>x</sub> and SO<sub>x</sub>) are expected to decrease, while carbon monoxide (CO), particulate matter (PM) and volatile organic compounds (VOC) emission will increase. However, based on their contribution to area-wide emissions, those originating from aircraft are not expected to have a significant impact on area air quality or attainment status.

During proposed construction activities, we advise that appropriate measures be taken to limit emissions from diesel fueled vehicles. These measures include, but are not limited to:

- Preventing, abating and controlling fugitive dust;
- Limiting idling of construction vehicles.

Potential traffic related impacts due to construction vehicles will be evaluated via the Interagency Consultation Process as outlined in the federal Clean Air Act.

###

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DRAFT CHAPTERS 1 & 2 - NEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) – KC-46A  
BEDDOWN (MOB2) – PEASE AIR NATIONAL GUARD STATION (ANGS)  
PORTSMOUTH, NEW HAMPSHIRE- SEPTEMBER 2013

NH DES Comments  
October 16, 2013  
Page 3 of 3



State of New Jersey  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW  
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420  
Phone Number (609) 292-3600  
FAX NUMBER (609) 292-1921

CHRIS CHRISTIE  
Governor

BOB MARTIN  
Commissioner

KIM GUADAGNO  
Lt. Governor

March 24, 2014

Ms. Anne Rowe  
Plans and Requirements Branch  
NGB/A7AM  
Sheppard Hall  
3501 fetchet Avenue  
Joint Base Andrews, MD 20762-5157

**RE: Second Main Operating Base KC-46A Beddown at  
Alternative Air National Guard Installation -  
Joint Base McGuire-Dix-Lakehurst (JB MDL), New Jersey**

**Comments on the Draft Environmental Impact Statement (EIS)**

Dear Ms. Rowe:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed the Draft Environmental Impact Statement (EIS) for the proposed Second Main Operating Base KC-46A Beddown at an Alternative Air National Guard Installation Joint Base McGuire-Dix-Lakehurst (JB MDL) in New Jersey. We offer the following comments for your consideration.

**Cultural Resources**

HPO Project# 13-1101-3  
HPO-C2014-022

The Historic Preservation Office (HPO) received the above document for review directly from the National Guard Bureau. As stated in the EIS document, the HPO previously reviewed the proposed undertaking pursuant to Section 106 of the National Historic Preservation Act. Our office concurred with the finding that there are no historic properties affected by the proposed

76-1

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activity at Joint Base McGuire-Dix-Lakehurst. A copy of our review letter (HPO-J2013-045) is attached for your reference.

Thank you for providing us with the opportunity for review and comment on the submitted documentation. If you have any questions, please do not hesitate to contact me. If additional consultation is required for this undertaking, please reference the HPO project# 13-1101 in any future calls, emails, or written correspondence in order to expedite our review and response.

76-1  
Cont.

Jonathan Kinney, Senior Historic Preservation Specialist  
New Jersey Historic Preservation Office  
Phone: (609) 984-0141 Fax: (609) 984-0578  
Email: [jonathan.kinney@dep.state.nj.us](mailto:jonathan.kinney@dep.state.nj.us)  
Website: <http://www.nj.gov/dep/hpo>

#### Natural Resources

The NJ Division of Fish & Wildlife (DFW) appreciates the opportunity to provide comment for the Environmental Impact Statements (EIS's) being prepared for the MOB 1/FTU1 and MOB 2 aircraft beddowns. The NJ DFW feels that the proposed facility additions, new impervious surface areas and changes to the existing fueling infrastructure shown in the "Final Description of the Proposed Action and Alternatives Environmental Impact Statement KC-46A Beddown at Alternative Air National Guard Installations Main Operating Base 2" should have little to no effect on the known nesting area of the Upland Sandpipers, Grasshopper Sparrows and Savannah Sparrows near the center of the runways at McGuire AFB.

76-2

In the EIS, a description of other larger aircraft with similar engines using the same runways would be helpful in determining whether or not the replacement of the existing KC-135 aerial refueling fleet with the KC-46A would have any effect on the T&E species present.

76-3

As shown in Table ES-2. Summary of Impacts, under "JB MDL": "Acreage within the 65 dB DNL (and greater) noise contour would increase by 1,831 acres." The DFW would like to know what the noise level is now and exactly what the change in noise level would be. A study by Erin H. Strasser and Julie A. Heath, *Reproductive failure of a human-tolerant species, the American kestrel, is associated with stress and human disturbance*, suggests that "cavity nesting birds, such as kestrels, who inhabit noisy environments may compensate for decreased auditory cues by increasing vigilance behavior, such as visual scans from the nest entrance or flushing from the nest, leading to changes in energy allocation or extended periods away from the nest during incubation. This behavior appears to be followed, at a high rate, by nest abandonment." The DFW would be concerned with how this may relate to the species nesting within the air field.

76-4

If we may be of further service, please contact Kelly Davis at (908) 236-2118 or by Email at [kelly.davis@dep.state.nj.us](mailto:kelly.davis@dep.state.nj.us)

**Air Quality**

The Bureau of Air Quality Planning has reviewed the US Air Force JBMDL Draft EA for KC-46A beddown and has no comment.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the draft EIS. If you have any additional questions, please do not hesitate to call me at (609) 292-3600.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth Foster', written over a horizontal line.

Ruth Foster, Section Chief  
Office of Permit Coordination  
and Environmental Review

**Attachment**

C: John Gray, NJDEP – PCER  
Jonathan Kinney, NJDEP – HPO  
Kelly Davis, NJDEP – DFW  
Angela Skowronek, NJDEP - BAQP





NATIONAL GUARD BUREAU

3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

NGB/A7AM

Mr. Daniel Saunders  
New Jersey Department of Environmental Protection  
Historic Preservation Office  
PO Box 420  
Trenton, NJ 08625-420

Dear Mr. Saunders

The United States Air Force (USAF) plans to replace the existing KC-135 air refueling fleet with the KC-46A, which will be a new aircraft to the USAF's fleet. As such, the USAF has identified locations for the beddown of a formal training unit (FTU) and the first main operating base (MOB 1), which will both be led by active duty units. The USAF will also beddown the KC-46A at the second main operating base (MOB 2), which will be led by an Air National Guard (ANG) unit.

There are two separate Environmental Impact Statements (EISs) being prepared for the MOB 1/FTU<sup>1</sup> and MOB 2 beddowns. While you may be familiar with either or both of these actions, this particular letter is in reference only to the MOB 2 beddown action. This correspondence is provided to initiate consultation with your office, pursuant to 36 Code of Federal Regulations (CFR) 800.3 for the Undertaking. Section 106 consultation for this project will be parallel to, but conducted separately from the EIS.

The MOB 2 alternative locations for this beddown include:

- Forbes Air National Guard Station (ANGS), Kansas;
- Joint Base McGuire-Dix-Lakehurst (JB MDL), New Jersey;
- Pease ANGS, New Hampshire;
- Pittsburgh ANGS, Pennsylvania; and,
- Rickenbacker ANGS, Ohio.

The EIS is being prepared under the National Environmental Policy Act (NEPA) for the potential beddown of the KC-46A at one of the five alternative locations, including JB MDL in New Jersey (Attachment 1). The EIS will assess the potential environmental consequences associated with the beddown of the KC-46A at JB MDL as a replacement to the KC-135. As a result of the Proposed Action, there would be a change to the type of aircraft based at the

<sup>1</sup> The FTU alternative installations include Altus Air Force Base (AFB), Oklahoma and McConnell AFB, Kansas. The MOB 1 alternative installations include Altus AFB, Oklahoma; McConnell AFB, Kansas; Fairchild AFB, Washington; and Grand Forks AFB, North Dakota.

HPD-J2013-045

13-1101-29K

12 September 2013

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SEP 17 2013

HISTORIC PRESERVATION OFFICE

HPO Project # 13-1101-2  
HPO-J2013-045

Page 2

selected installation; a change to the mix of aircraft using the associated airspace; changes to staffing and manpower at the selected location; changes to the number of airfield operations; as well as minor required construction, building renovation, and facility demolition. There would be no new or modified airspace required to support this undertaking.

At JB MDL, the KC-46A would replace the KC-135 currently based at the installation. The KC-46A would operate in existing airspace in a similar manner as is currently conducted. There may be a slight increase in operations in the airspace; however, use of this airspace is generally 10,000 feet above ground level and higher and preliminary analysis indicates that noise levels under the proposal would be similar to existing noise levels with the KC-135 aircraft. The purpose of this correspondence is to initiate the Section 106 process of the National Historic Preservation Act (NHPA) as outlined in 36 CFR 800.3.

The National Guard Bureau (NGB) anticipates the area of potential effect (APE) for this undertaking to be limited to the portion of the installation where construction, demolition, and renovation activities would occur (Attachment 2). Specifically, these activities would include an addition to Hangar 3333, an addition to Hangar 3336, interior renovations to Hangar 3332, construction of a new 6,700 square foot simulator building west of Building 3390, modifications/additions to the existing aircraft ramp and taxiway, and the addition of eight new fuel hydrants and associated fuel lines on the aircraft parking apron.

The entire McGuire AFB and associated off-base facilities have been surveyed for archaeological resources (Headquarters Air Mobility Command [HQ AMC] 1995). The 1995 survey also included an architectural survey of all buildings and structures built prior to 1947, and the Semi-Automatic Ground Environmental (SAGE) complex built in 1956. As a result of this survey and follow up surveys conducted in 1996 (AMC 1996, Holmes 1996), 1997 (Holmes *et al.* 1997, McGuire AFB 2003), and 1998 (Holmes and Goar 1998), the SAGE complex, the Boeing Michigan Aeronautical Research Center (BOMARC) complex at Fort Dix, and three historic archaeological sites were recommended eligible for inclusion in the National Register of Historic Places (NRHP). No other buildings or sites were recommended eligible. The cultural resources recommended eligible for the NRHP at McGuire AFB are all well outside the proposed APE for the undertaking. Additionally, according to the McGuire AFB Integrated Cultural Resources Management Plan (JB MDL 2013) the proposed APE occurs in an area of low archaeological sensitivity.

The NGB has identified no potential adverse effects as a result of this undertaking. We request your concurrence with the proposed APE, our identification of historic properties, and our assessment on the effects of this proposal on historic properties.

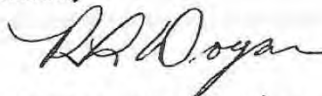
HPO Project # 13-1101-2  
HPO-J2013-045

Page 3

We have attached the Draft Description of the Proposed Action and Alternatives (Attachment 3), which will become the first chapters of the Draft EIS so that you may review the proposal and provide us any concerns that you may have regarding the proposal. Upon release of the Draft EIS (expected in early 2014), we will send that to you for your further review and comment.

The NGB is in the process of consulting with federally recognized American Indian Tribes concerning the Undertaking (Attachment 4). We are also contacting the public and relevant regional Archaeological Society offices both through the NEPA process and through Section 106 of the NHPA. All comments we receive, and any concerns expressed to the NGB, will be taken into consideration while planning for this undertaking. Please send your recommendations to the KC-46A MOB 2 Project Manager, Ms. Anne Rowe, at [anne.rowe.ctr@ang.af.mil](mailto:anne.rowe.ctr@ang.af.mil). If you have any questions regarding this consultation, Ms. Rowe can also be reached at (240) 612-8636.

Sincerely



ROBERT L. DOGAN, REM, GS-13  
Plans and Requirements Branch

Attachments: 1 – Vicinity map  
2 – Map of Area of Potential Effect  
3 – Draft Description of the Proposed Action and Alternatives  
4 – Federally Recognized Tribes associated with JB MDL

References:

Air Mobility Command (AMC)  
1996 *Inventory of Cold War Properties*. December 1996.

Headquarters Air Mobility Command (HQ AMC)  
1995 *An Archaeological and Historical Resources Inventory of McGuire Air Force Base, New Jersey*. Prepared by Moeller, K.L., D.A. Walitschek, M. Greby, and J.F. Hoffecker of the Argonne National Laboratory for McGuire AFB.

Holmes, Richard D.  
1996 *Phase II Testing of Four Historic Sites McGuire Air Force Base Burlington County, New Jersey*. April 1996. Prepared by Mariah Associates, Inc., Albuquerque, New Mexico and Lyndhurst, New Jersey. Prepared for US Air Force/Air Mobility Command, Scott Air Force Base, Illinois.

HPO Project # 13-1101-2  
HPO-12013-045

Page 4

Holmes, Richard D., Toni R. Goar, and Katherine J. Roxlau

1997 *Phase I Archaeological Survey of Areas 4100 and 4200 McGuire Air Force Base, New Hanover Township, Burlington County, New Jersey.* November 1997. Prepared by TRC Mariah Associates, Inc. Prepared for US Army Corps of Engineers New York District and US Air Force/Air Mobility Command Scott Air Force Base, Illinois.

Holmes, Richard D. and Toni R. Goar

1998 *Phase II Site Testing of Four Historic Site McGuire Air Force Base Burlington County, New Jersey.* January 1998. Prepared by TRC Mariah Associates, Inc. Prepared for US Air Force/Air Mobility Command, Scott Air Force Base.

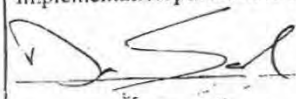
Joint Base McGuire-Dix-Lakehurst (JB MDL)

2013 *Draft Integrated Cultural Resources Management Plan.* 87 CES/CEAN, JB MDL, New Jersey. January 2013.

McGuire Air Force Base (AFB)

2003 *Final Integrated Cultural Resources Management Plan.* Prepared 2003. Updated July 2005.

I concur with your finding that there are no historic properties affected within the project's area of potential effects. Consequently, pursuant to 36 CFR 800.4(d)(1), no further Section 106 consultation is required unless additional resources are discovered during project implementation pursuant to 36 CFR 800.13.



10/3/13

Date

Deputy State Historic Preservation Officer  
DANIEL D. SAUNDERS





Administration  
Office 1-800-282-0515

30 E. Broad Street, 17<sup>th</sup>  
Columbus, Ohio 43215  
[www.OhioAttorneyGeneral.gov](http://www.OhioAttorneyGeneral.gov)

March 24, 2014

KC-46A EIS Project Manager, NGB/A7AM  
Shepperd Hall  
3501 Fetchet Ave.  
Joint Base Andrews, MD 20762-5157

Dear Project Manager:

I am writing in support of locating the KC-46A “Pegasus” refueling squadron at Rickenbacker Air National Guard Base.

Rickenbacker Air National Guard Base has a proud and storied history dating to 1942. Located in Lockbourne, Ohio, only twelve miles from downtown Columbus, Rickenbacker Air National Guard Base is well-equipped to handle the next generation of air refueling tankers. With an excellent infrastructure, including long runways and first-rate maintenance facilities, Rickenbacker Air National Guard Base would make a superb location in which to beddown the second main operating base of KC-46A aircraft.

As you know, Rickenbacker Air National Guard Base is currently home to the 121st Air Refueling Wing, an outstanding unit of professional men and women who understand the critical mission of aerial refueling. Their knowledge, experience, and expertise would greatly contribute to a seamless beddown of the KC-46A aircraft at Rickenbacker Air National Guard Base.

Finally, Rickenbacker Air National Guard Base and the men and women who carry out its operations are strongly supported by local and state business, community, and political leaders. In fact, according to G.I. Jobs magazine, Columbus is the 11th most military friendly city in the country.

I strongly urge you to locate the second main operating base of KC-46A aircraft at Rickenbacker Air National Guard Base. Thank you for your consideration.

Very respectfully yours,

Mike DeWine  
Ohio Attorney General

**Commissioners:**  
Jay H. Wippel  
Brian S. Stewart  
Harold R. Henson

**Administrator:**  
Brad Lutz  
**Clerk:**  
Patricia Webb

*Pickaway County*  
**Board of County Commissioners**  
139 West Franklin Street  
Circleville, Ohio 43113  
Telephone: 740-474-6093 FAX: 740-474-8988

January 22, 2013

Colonel James V. Jones  
Commander  
121st Air Refueling Wing  
2000 Minuteman Way  
Columbus, OH 43217

Dear Colonel Jones:

The Pickaway County Board of Commissioners is very pleased that Rickenbacker Air Guard Station has made the short list of locations for the new KC-46A Tanker. Pickaway County is proud to be home to a portion of this airbase, and to be home to military families who serve there. With this in mind, we join many others in the region to express our hope that Rickenbacker will be chosen to host the first Air National Guard-led KC-46A main operating base.

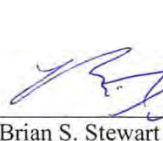
Pickaway County and the Columbus region offer the vital support which will ensure your Airmen and their families feel welcome, and can prosper. Columbus is the 15<sup>th</sup> largest city in the U.S., and a vibrant, growing metro area. Pickaway County, a neighbor to the south, also has much to offer. We are home to four thriving local school districts which consistently rank high in state rankings. The county has a strong agricultural base which has helped our economy through difficult years, as well as a manufacturing industry that is growing and adapting to meet the needs of the 21<sup>st</sup> century. Quality of life is high in Pickaway County, with many safe, attractive communities to choose from, and much to offer your service members.

As you continue your analysis of different options, comparing our region against other potential sites, we know that you are seeking the best choice for your people, your aircraft, and your mission. We feel confident that at Rickenbacker, Columbus, and Pickaway County, each of these will be well taken care of. We hope your KC-46 ANG MOB will be Rickenbacker Air Guard Station.

If the Pickaway County Board of Commissioner can be of any assistance, please do not hesitate to contact us. Thank you for your service, and best wishes on the mission ahead.

Sincerely,

  
Jay H. Wippel

  
Brian S. Stewart

  
Harold R. Henson

## Great Bay Neurosurgical Associates

Central Commons - Suite H  
750 Central Avenue  
Dover, New Hampshire 03820

(603) 749-0888 • (603) 433-1913 • Fax: (603) 749-9285

**Melvin E. Prostkoff, M.D.**

*Diplomate of The American Board of Neurological Surgery*

To: KC-46A EIS Project Manager  
NGB / A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Re: Draft Environmental Impact Study (EIS)  
KC-46A Beddown  
Comment Letter in Support of Pease ANG Station, NH

Date: March 21, 2014

Dear Sir or Madam:

I am writing in support of the selection of Pease ANG Station, NH to be the Second Main Operating Base (MOB 2) for the Beddown of the KC-46A Refueling Aircraft at an Air National Guard Installation.

I have familiarized myself with the content of the February 2014 Draft Environmental Impact Statement (Volumes I and II – Appendices, and the Executive Summary).

I strongly believe that the 157 Air Refueling Wing (ARW) of the NH Air National Guard (ANG) at Pease ANG Station, NH really is the “best of the best” of the five alternative ANG locations for the KC-46A Beddown. I am pleased that the USAF has identified Pease ANG, NH as the preferred alternative for the MOB 2 KC-46A Beddown, based on its operational analysis, results of site surveys, and military judgment factors, as is stated on page ES-8 of the Executive Summary.

I commend the Department of Defense, and their contractor, Cardno Tec (Boise, ID), for their extensive environmental impact statement (EIS) analysis, on multiple criteria, including noise, air quality and pollution, safety and security, soils and water, biological resources, cultural resources, land use, archaeology, infrastructure, transportation and traffic, hazardous materials and waste, socioeconomic, and environmental justice and the protection of children. It is no surprise to me that Pease ANG, NH has registered with negligible environmental impacts in all the areas studied.

Professionals with far more expertise than I have addressed these specific criteria in their comments to you.

You have heard from other commenters about the NH ANG's outstanding record of awards, citations, recognitions, and commendations, including eleven USAF Outstanding Unit Awards (most recently in 2013), the Spatz Trophy, the Outstanding Tanker Flying Squadron, the Air Reserve Force of the Year, and the winner of the ANG Rodeo. Its senior leaders are progressive, proactive and forward thinking. It is their vision, over the years, that led to the creation of the Northeast Tanker Task Force, the “Air Bridge,” the upgrade or new construction of all facilities at Pease ANG, the building of the full-motion KC-135R simulator building with the easy expansion capability to house the KC-46A full-motion simulator, the construction of the new Squadron Operations Facility, runway, taxiway and ramp improvements, and other infrastructure upgrades at Pease ANG. They welcomed the 64 Air Refueling Squadron (ARS) Active Associate group to Pease in 2009 in a seamless transition of all phases of operation. They have become a model unit of ANG and Active Duty integration. They started preparing for the arrival of the KC-46A long before the aircraft was ever planned.

The 157 ARW has distinguished itself in many other ANG activities. Its Operations and Maintenance Support Groups are exceptional. They have successfully rehabbed and modernized KC-135R refueling aircraft that came to them from the Active Duty Air Force. They have been leaders in the Pacer CRAG glass cockpit conversion for many ANG aircraft from other states. They have a training center for personnel from other units to use the full motion KC-135R simulator, and will do the same for the KC-46A simulator, when it is installed. They excel in their Homeland Security mission, and after the 9/11/2001 attacks, performed superbly in their Combat Air Patrols (CAP) over Boston, NY, and the District of Columbia. Their performance has been admirable in support of NATO Operation Deny Flight, Desert Shield, Operation Iraqi Freedom (OIF), Operation Enduring Freedom (OEF), Operation Northern Watch, and other missions.

Domestically, the NH ANG members are true Citizen Soldiers, who, when under the command and authority of the Governor of NH, distinguish themselves in their assistance to the citizens of NH in floods, snow and ice storms, hurricanes, and other natural disasters. They also participated in the Hurricane Katrina relief activities.

I have never been an employee of the NH Air National Guard or the 157 ARW at Pease ANG, NH. I have, however, interacted with the NH ANG on multiple occasions, in multiple capacities, since I moved to the Seacoast region to open my Neurosurgical practice in January, 1984.

My initial contact with the NH ANG was as the Neurosurgical Consultant at the then Pease AFB base hospital, where the NH ANG is co-located. I was impressed with the professionalism and can-do attitude of the members of the NH ANG, which was indistinguishable to me from the members of the Active Duty Air Force of the 507 BMW.

In 1991, I became a founding member of the Seacoast Mass Casualty Incident (MCI) Planning Committee, a joint CIV/MIL group that organizes and runs triennial large scale MCI exercises at the Pease Airport. The original Seacoast Response – 1991 exercise was organized by the NH ANG, when they were the temporary landlords of the Pease Airport, after the Pease AFB was closed under BRAC I, and before the State of NH's Pease Development Authority (PDA) took over operation of the airport. That combined CIV/MIL exercise, which was based on the crash of United 232 in Sioux City, IA in July, 1989, had over 1,000 participants, and 165 victim volunteers were transported to the five area hospitals in NH and ME within 1 hour and 15 minutes – an incredible feat! The CIV and MIL communities worked seamlessly together. Since that time, the NH ANG has continued to participate in all the FAA mandated CIV triennial drills at Pease to varying degrees. The NH ANG is currently part of the planning group for our upcoming MCI Seacoast Response – 2014 drill on October 4, 2014.

In December 1992, the NH ANG deployed to Moron, Spain for the Restore Hope humanitarian support mission. It was the first time that an ANG unit created a multi-national/ multi-language refueling operations base, that then, after safely off-loading over one million gallons of fuel, turned the operation over to the Active Duty Air Force. Many of the lessons learned in Seacoast Response – 1991 were used to establish, execute, and complete the NH ANG's excellent mission outcome.

I reside in Newmarket, NH, at the edge of the Great Bay, under the approach path to Runway 16 at Pease. While growing up in Brooklyn, NY, I lived under the approach path to La Guardia Airport (LGA). I am familiar with the noise levels and visible pollution emanating from DC-7s, Lockheed Constellations, Lockheed Electras, and early model DC-9s, B-727s, and B-737s. The noise and air pollution coming from the current KC-135Rs inbound to Pease is much less, and not at all disturbing. I feel proud to look up and see the force, power and protection of the USA projected in the sky overhead. The noise levels and air pollution from the KC-46A will be less. My pride will be even greater!

I am a licensed Private Pilot with an Instrument Rating, and fly out of Littlebrook Airpark (3B4) in Eliot, ME, a small, non-towered General Aviation airport, with an Aerobatic Box above, which is 5 miles from the Pease runway. My safety and security in the air have never been a concern of mine. The control tower at Pease (KPSM) is staffed by both members of the 260 ATC Squadron and DOD ATC professionals, who are consummate in their skill of handling the diverse traffic in the Pease environment, from large military aircraft to a wide range of civilian aircraft – from factory built General Aviation aircraft of all sizes to homebuilt aircraft, ultralights and helicopters, to corporate jets, to commercial, charter, and cargo airliners. There are multiple other General Aviation airports within a 50 mile radius of Pease, along with Boston Logan (KBOS), Manchester (KMHT), and Portland ME (KPWM) jetports. The air traffic control (ATC) services provided by Pease are highly commendable.

Prior to the 9/11/2001 terror attacks, the NH ANG hosted CIV pilot safety conferences that were sponsored by the Aircraft Owners and Pilots Association's Air Safety Institute/Foundation (AOPA ASI/F). They have also safely and successfully sponsored multiple summer air shows, in conjunction with the Pease Development authority (PDA), The Boy Scouts of America (BSA), and the NH Brain Injury Association (NH BIA).

I am a volunteer member of the Executive Committee and the NH Awards Chair of the Employer Support of the Guard and Reserve (ESGR), a DOD-chartered organization that seeks to promote a culture in which all American employers support and value the military service of their employees. In this capacity, I interact with the troops, the non-commissioned officers, and the senior leaders of the NH ANG. I know the pride of all the members of the NH ANG to be the "best of the best."

The members of the NH ANG are our neighbors. The 157 ARW at Pease ANG, along with the Active Associate 64 ARS, are excellent neighbors, themselves, to the surrounding communities. The members of the NH ANG at Pease ANG, NH support their own members in need, through the Minuteman Fund, and the NH Chaplain's Emergency Relief fund.

An organization is only as good as its people, and can only achieve its missions, goals and objectives with strong leadership and excellent members. The NH ANG at Pease ANG, NH excels on all measures, and therefore will be very successful with the KC-46A Beddown.

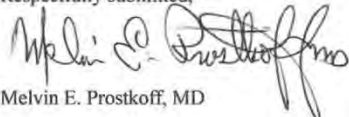
The Beddown of the KC-46A will bring an economic boost to the Seacoast region of NH and ME, increase regional employment, and add significant strategic value.

I am proud of my thirty year affiliation with the NHNG, the NH ANG, and the members of the 157 ARW at Pease ANG, NH. The NH ANG truly epitomizes all three of the USAF's Core Values: Integrity First, Service Before Self, and Excellence in All We Do.

I am honored to give my unconditional support to, and recommendation of, the awarding of the MOB 2 KC-46A Beddown to the Pease ANG, NH.

Thank you for your consideration of my comments.

Respectfully submitted,



Melvin E. Prostko, MD





## Southeastern Franklin County Chamber of Commerce

400 Sheryl Drive

Groveport, Ohio 43125

January 18, 2013  
Colonel James V. Jones  
Commander  
121st Air Refueling Wing  
7370 Minuteman Way  
Columbus, Ohio 43217

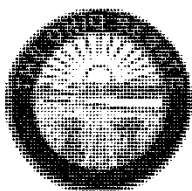
Dear Colonel Jones:

On behalf of the Southeastern Franklin County Chamber of Commerce, let me express our excitement on making the short list of locations for the new KC-46 Tanker. Since the 1940s, Rickenbacker has continuously and capably hosted military aviation operations. Military personnel and their families have found the Southeastern Franklin County Region to be a vibrant home in which to live, work and play. We'd be honored to host the first Air National Guard-led KC-46A main operating base. Our Chamber offers the vital support to ensure your Airmen and their families feel welcome, grow and prosper.

We know you will do a detailed analysis of our Region and compare us against other competitors to ensure the best choice for your people, your aircraft and your mission. But as a thriving area, you'll find no better, no more sustainable home. We promise you'll be well taken care of in Southeastern Franklin County. Your KC-46 ANG MOB should be Rickenbacker Air Guard Station. If you have any questions, please contact us at 614.836.5900.

Sincerely,

Robert Garvin  
President  
Southeastern Franklin County Chamber of Commerce



**JIM HUGHES**  
State Senator

Senate Building  
1 Capitol Square, Columbus, Ohio 43215  
Phone 614-466-5981  
Fax 614-466-7662

**OHIO SENATE**  
16th District

Committees  
Insurance & Financial Institutions,  
Chair  
Public Safety, Local Government &  
Veterans Affairs, Vice-Chair  
Criminal Justice  
Finance  
Rules

February 20, 2014

Victor Wilson  
Ohio National Guard Association  
1299 Virginia Avenue  
Columbus, OH 43212

Dear Mr. Wilson,

I am contacting you to express my support for the proposed beddown of one squadron of KC-46 aircrafts at Rickenbacker Air National Guard Station. I personally visited the area and believe that it is a great location for the aircrafts, future jobs, and economic growth associated with construction and renovation. As an elected official who represents Columbus, I believe the development of this area will not only create jobs, but will also serve as progression toward welcoming more businesses to this community.

Upon my review of the details set forth for this development, I wholeheartedly support the beddown of the KC-46 aircrafts and I believe it will prove beneficial to the community as a whole.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature of Jim Hughes in black ink.

Jim Hughes  
State Senator, District 16

Hughes@ohiosenate.gov

**Dr. Calvin L. Taylor**  
*Lt. Col., USA, Retired*  
**Worthington, OH 43085**

*March 21, 2014*

KC-46A EIS Project Manager,  
NGB/A7AM, Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157  
[ANG.ENV.comments@ang.af.mil](mailto:ANG.ENV.comments@ang.af.mil)

**SUBJECT: KC 46-A Future Location**

Dear Madam Secretary:

**I am writing in support of assigning the KC-46A “Pegasus” to Rickenbacker Air National Guard Base located in Columbus, Ohio.** The Air National Guard units located at Rickenbacker have a long-standing history of worldwide military support missions. Rickenbacker is not only capable but is ready, along with the surrounding community partners, to accept the new role of the main operating base for the KC-46 A. This holistic capability was understated in previous assessments.

**Homeland defense and national security would be well served by location of the KC-46A at Rickenbacker.** Columbus is within one hour flight time to 60% of the U.S. population. The Rickenbacker and Columbus International Airports located with a few miles of one another, operated by a single Airport Authority, provide four heavy lift capability runways. Available “intermodal” capability of rail, road, and air combined with existing distribution and warehouse facilities (Fed Ex, UPS, Cargo Lux, and Cathay Pacific) as well as the Defense Logistics Supply Center, provide an “inland port”. These existing capabilities provide low-cost, joint use surge capabilities that could benefit KC-46 operations.

**Columbus, Ohio is the 15<sup>th</sup> largest city and rated the 11<sup>th</sup> most military friendly city in America.** Columbus was recently awarded an Employer of the Guard and Reserve award. Central Ohio has 90,000 veterans in the area.

I request your serious consideration in locating the KC-46A at Rickenbacker Air National Guard Base.

Sincerely,

Dr. Calvin L. Taylor  
(Lt. Col, USA, Retired)

BCF: Honorable Deborah Lee James

**From:** Tur, Anthony [[mailto:anthony\\_tur@fws.gov](mailto:anthony_tur@fws.gov)]  
**Sent:** Tuesday, April 01, 2014 1:38 PM  
**To:** Kreider, Amanda J.  
**Cc:** John Warner; Jeannine Dube  
**Subject:** Re: Draft EIS - KC-46A Beddown at Alternative Air National Guard Installations

Ms. Kreider,

As stated in the draft EIS Section 3.3.5.3 (pg. 3-74), dated February 2014, there are no known occurrences of federally listed or candidate species within the vicinity of the 157 ARW installation. Consequently, I have no information to justify the need for further consultation regarding the Endangered Species Act. 83-1

Thank You for coordinating.  
Tony

Anthony Tur  
Endangered Species Biologist  
U.S. Fish and Wildlife Service  
New England Field Office  
70 Commercial Street, Suite 300  
Concord, New Hampshire 03301

Phone (603) 223-2541 x.24

[Anthony\\_Tur@fws.gov](mailto:Anthony_Tur@fws.gov)

<http://www.fws.gov/newengland/>



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
PITTSBURGH DISTRICT, CORPS OF ENGINEERS  
WILLIAM S. MOORHEAD FEDERAL BUILDING  
1000 LIBERTY AVENUE  
PITTSBURGH, PA 15222-4186

March 25, 2014

Operations Division  
Regulatory Branch  
**2013-1818**

Anne Rowe  
NGB/A7AM  
Sheppard Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Ms. Rowe:

I refer to your letter dated February 1, 2014 and Draft EIS with CD, received in this office February 11, 2014, requesting comments on the proposed alternative locations for the second Main Operating Base (MOB2) project. The United States Air Force (USAF) plans to beddown the new aircraft KC-46A fleet at the MOB2, which will be lead by the Air National Guard.

The U. S. Army Corps of Engineers regulates earth moving activities within streams or wetlands. This includes any placement of fill material, temporary or permanent. If you are proposing a new project that entails the placement of fill material in waters (including wetlands), or if you are proposing a modification to an existing project that entails the placement of fill material in waters, then this letter serves as your notice that your project may require a permit from this office.

84-1

Based on the information contained within the Draft EIS it appears that impacts to waters may be proposed. We recommend that you hire a qualified wetland consultant to evaluate the entire project area in order to determine if any streams or wetlands are present. Enclosed is a list of wetland consultants. If impacts to streams or wetlands are in fact proposed, you should again contact this office to discuss permitting requirements. Every effort should be made to avoid and minimize impacts to the aquatic resources on-site. We will continue to work with you in order to protect any aquatic resources that may be present.

84-2

This project has been assigned Department of the Army Permit Number **2013-1818**. Please refer to this number in all future correspondence. If you have any questions, please contact Linda Everley at 412-395-7152 or by e-mail: [Linda.L.Everley@usace.army.mil](mailto:Linda.L.Everley@usace.army.mil).

Sincerely,  
/signed/  
Joshua D. Shaffer *for*  
Jon T. Coleman  
Chief, South Section, Regulatory Branch

-2-

Enclosure

Copy Furnished:

KC-46A EIS Project Manager  
NGB/A7AM  
Sheppard Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157



## Wetland Consultant List

The following is a list of contractors for environmental and engineering services. This list is not all inclusive. This list contains only firms who have requested listing. The Corps of Engineers provides this list as a service to the public. No recommendation or guarantee of competence or experience is implied by this listing. The Corps of Engineers neither endorses nor accepts responsibility for work performed by any firm on this list. We suggest that prospective clients ask for credentials before contracting for professional services.

NOTE: The Corps is the final authority with respect to the delineation of wetland areas and other waters of the U.S., as well as the determination of activities requiring Department of the Army permits. All wetland delineations must be conducted and documented in accordance with the “1987 Wetland Delineation Manual.” The Corps will review all preliminary jurisdictional determinations to verify their accuracy.

**A.D. Marble & Company**

1000 Gamma Drive, Suite 203  
Pittsburgh, PA 15238  
412-968-5977  
Fax: 412-968-5978  
[www.admarble.com](http://www.admarble.com)

**AGES, Inc.**

2402 Hookstown Grade Road  
Suite 200  
Clinton, PA 15026  
412-264-6453  
412-264-6567 Fax  
[www.appliedgeology.net](http://www.appliedgeology.net)

**Alliance Consulting**

Raleigh County Airport Industrial Park  
124 Philpott Lane  
Beaver, WV 25813  
304-255-0491  
[www.aci-wv.com](http://www.aci-wv.com)

**Allstar Ecology, LLC.**

1580 McKinney Cave Road  
Reedsville, WV 26547  
Phone/Fax: 1-866-213-2666

**ARM Group, Inc.**

1129 West Governor Road  
P.O. Box 797  
Hershey, PA 17033  
717-533-8600  
[www.armgroup.net](http://www.armgroup.net)

**ASC Group, Inc.**

4620 Indianola Avenue  
Columbus, OH 43214  
614-268-2514  
[www.ascgroup.net](http://www.ascgroup.net)

**Atlantic Environmental Group, Inc.**

453 S.R. 227  
Oil City, PA 16301  
814-677-3139

**Blazosky Associates, Inc.**

787 Pine Valley Drive  
Suite C  
Pittsburgh, PA 15239  
724-733-2060  
724-733-2077 Fax  
[www.blazosky.com](http://www.blazosky.com)  
[craigb@blazosky.com](mailto:craigb@blazosky.com) Email

(Updated October 2013)

**Bob Beran**

2322 W. Sunbury Road  
Boyers, PA 16020  
724-735-2766

**BL Companies**

3755 Boettler Oaks Drive  
Suite G  
Green, OH 44685  
234-294-6340  
[www.blcompanies.com](http://www.blcompanies.com)

**Patrick Bonislowsky**

3220 Maine Street, Apt. C  
Aliquippa, PA 15001  
724-774-3494

**Boord, Benchek & Associates**

345 Southpointe Blvd.  
Canonsburg, PA 15317  
724-984-5482  
724-746-1244 Fax  
[www.boordbenchek.com](http://www.boordbenchek.com)  
[ebenchek@boordbenchek.com](mailto:ebenchek@boordbenchek.com) Email

**Bowser Morner**

4518 Taylorsville Road  
Dayton, OH 45424  
937-236-8805  
[www.bowser-morner.com](http://www.bowser-morner.com)

**Buckeye Mineral Services, Inc.**

P.O. Box 546  
New Philadelphia, OH 44663

**Civil & Environmental Consultants, Inc.**

333 Baldwin Road  
Pittsburgh, PA 15205  
412-429-2324  
[www.cecinc.com](http://www.cecinc.com)

**CME Management, LLC**

165 East Union Street  
Somerset, PA 15501  
814-443-3344

**Collective Efforts, LLC**

462 Perry Highway, 2<sup>nd</sup> Floor  
Pittsburgh, PA 15229  
412-459-0114

**CTL**

733 Fairmont Road  
Morgantown, WV 26501  
304-292-1135  
[www.ctleng.com](http://www.ctleng.com)

**Davey Resource Group**

1500 N. Mantua Street  
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Kent, OH 44240  
330-673-5685  
[www.davey.com](http://www.davey.com)

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304-241-1694  
[www.dandhengineers.com](http://www.dandhengineers.com)

**Duda Environmental**

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Hopwood, PA 15445  
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724-438-3929 Fax  
[duda-environmental@hotmail.com](mailto:duda-environmental@hotmail.com)

**The EADS Group**

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814-944-5035  
[www.eadsgroup.com](http://www.eadsgroup.com)

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Wexford, PA 15090  
724-935-8188

**Ecology & Environment, Inc.**

5098 West Washington Street  
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Cross Lanes, WV 25313  
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[www.ene.com](http://www.ene.com)

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**Ecotune**

215 Executive Drive  
Suite 204  
Cranberry Township, PA 16066  
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**Environmental Solutions & Innovations, Inc.**

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Cincinnati, OH 45232  
513-451-1777  
[www.environmentalsi.com](http://www.environmentalsi.com)  
[vbrack@environmental.com](mailto:vbrack@environmental.com) Email

**EnviroScience**

3781 Darrow Road  
Stow, OH 44224  
330-688-0111  
[www.enviroscienceinc.com](http://www.enviroscienceinc.com)

**Envirens, Inc.**

Michael S. Hollins  
410-299-6898  
[envirens.com](http://envirens.com)  
[envirens@aol.com](mailto:envirens@aol.com)

**Flickinger Wetland Service Group, Inc.**

554 White Pond Drive, Suite D  
Fairlawn, OH 44320  
330-865-0688  
[www.flickingerwetlandgroup.com](http://www.flickingerwetlandgroup.com)

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412-476-2000  
[www.gaiconsultants.com](http://www.gaiconsultants.com)

**Garvin Boward Beitko Engineering, Inc.**

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Somerset, PA 15501  
814-443-2548  
<http://garvinbowardeng.com/stoki@garvinbowardeng.com> Email

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Canonsburg, PA 15317  
(724) 514-5330  
[www.hatchmott.com](http://www.hatchmott.com)  
[donald.nusser@hatchmott.com](mailto:donald.nusser@hatchmott.com)

**Jack A. Hamilton & Associates, Inc.**

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Flushing, OH 43977  
740-968-4847  
[www.hamiltonandassoc.com](http://www.hamiltonandassoc.com)

**Keystone Consultants, Inc.**

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Carnegie, PA 15106  
412-278-2100  
[www.keystoneconsultants.net](http://www.keystoneconsultants.net)

**Kleski Environmental Services**

P.O. Box 812  
46071 State Route 124  
Racine, OH 45771  
740-949-2240  
[www.kleskienviro.com](http://www.kleskienviro.com)

**L. Robert Kimball & Associates**

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412-262-5400  
[www.lrkimball.com](http://www.lrkimball.com)

**Lee Simpson Associates, Inc.**

203 West Weber Avenue  
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814-371-7750  
[www.leesimpson.com](http://www.leesimpson.com)

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846 Fourth Avenue  
Coraopolis, PA 15108  
412-265-4400  
[www.lsse.com](http://www.lsse.com)

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**MAD Scientist & Associates, Inc.**

253 N. State Street, Suite 101  
Westerville, OH 43081-1472  
614-818-9156  
[www.madscientistassociates.net](http://www.madscientistassociates.net)

**Maguire Group, Inc.**

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Pittsburgh, PA 15212-5746  
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[www.maguiregroup.com](http://www.maguiregroup.com)

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2402 William Penn Highway  
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[www.mhesinc.com](http://www.mhesinc.com)

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100 Airside Drive  
Moon Township, PA 15108  
412-269-4618  
[www.mbakercorp.com](http://www.mbakercorp.com)

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Delmont, PA 15626  
724-468-4622  
[www.morrisknowles.com](http://www.morrisknowles.com)

**MS Consultants, Inc.**

1 South Main Street, 8<sup>th</sup> Floor  
Akron, OH 44308-1864  
330-928-9617  
[www.msconsultants.com](http://www.msconsultants.com)

**The Orin Group, LLC**

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Tallmadge, OH 44278  
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**Pennsylvania Soil & Rock, Inc.**

570 Beatty Road  
Monroeville, PA 15146  
412-372-4000  
[www.pasoilrock.com](http://www.pasoilrock.com)

**Pgh Wildlife & Environmental, Inc.**

853 Beagle Club Road  
McDonald, PA 15057  
724-796-5137  
[nbossart@winstream.net](mailto:nbossart@winstream.net)

**Porter Consulting Engineers**

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814-337-4447  
[www.pceengineers.com](http://www.pceengineers.com)

**Potesta & Associates, Inc.**

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Charleston, WV 25304  
304-342-1400  
[www.potesta.com](http://www.potesta.com)

**R.A. Smith National, Inc.**

300 Corbet Street, Suite 200B  
Tarentum, PA 15084  
724-224-2330  
[www.rasmithnational.com](http://www.rasmithnational.com)

**R.D. Zande & Associates**

1500 Lake Shore Drive  
Suite 100  
Columbus, OH 43204  
614-486-4383  
[www.zande.com](http://www.zande.com)

**Skelly and Loy**

2500 Eldo Road, Suite 2  
Monroeville, PA 15146  
412-856-1676  
[www.skellyloy.com](http://www.skellyloy.com)

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**S&ME, Inc.**

6190 Enterprise Court  
Dublin, OH 43016  
614-793-2226  
[www.smeinc.com](http://www.smeinc.com)

**T&M Associates**

11 Tindall Road  
Middletown, NJ 07748  
732-671-6400  
732-671-7365 (fax)

**Terradon Corporation**

401 Jacobson Drive  
Poca, WV 25159  
304-729-9133  
[www.terraddon.com](http://www.terraddon.com)

**Thrasher Engineering**

30 Columbia Boulevard  
P.O. Box 1532  
Clarksburg, WV 26301  
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[www.thrashereng.com](http://www.thrashereng.com)

**Triad**

P.O. Box 228  
Hagerstown, MD 21740  
301-797-6400  
[www.triadeng.com](http://www.triadeng.com)

**Tri- County Engineering, LLC**

319 Paintersville Road  
Hunker, PA 15639  
724-635-0210  
[www.tricountyeng.com](http://www.tricountyeng.com)

**Urban Engineers**

1319 Sassafras Street  
Erie, PA 16501  
814-453-5702  
[www.urbanengineers.com](http://www.urbanengineers.com)

**URS Corporation**

1375 Euclid Ave., Suite 600  
Cleveland, OH 44115  
216-622-2400  
[www.urscorp.com](http://www.urscorp.com)

**URS Corporation**

Foster Plaza 4  
501 Holiday Drive, Suite 300  
Pittsburgh, PA 15220  
412-503-4700  
[www.urscorp.com](http://www.urscorp.com)

**Virginia Waters & Wetlands, Inc.**

274 Corporate Circle  
Manassas, VA 20110  
703-330-9992

**Wallace & Pancher, Inc.**

1085 S. Hermitage Road  
Hermitage, PA 16148  
724-981-0155  
[www.wallacepancher.com](http://www.wallacepancher.com)

**Western Reserve Land Consultants**

8650 Market Street  
Boardman, OH 44512  
330-965-2337

**Wetlands Studies and Solutions, Inc.**

5300 Wellington Branch Drive, Suite 100  
Gainesville, VA 20155  
703-679-5637  
[www.wetlandstudies.com](http://www.wetlandstudies.com)

**WHM Group, LTD**

2525 Green Tech Drive  
Suite B  
State College, PA 16803  
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814-689-1557 Fax  
[www.wetlandshabitat.com](http://www.wetlandshabitat.com)  
[inquiries@wetlandshabitat.com](mailto:inquiries@wetlandshabitat.com) Email

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**Wilson Ecological Consulting**

515 Henderson Road

Julian, PA 16844

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[www.wilsonecological.com](http://www.wilsonecological.com)

**Widmer Engineering**

806 Lincoln Place

Beaver Falls, PA 15010

724-847-1696

[www.widmerengineering.com](http://www.widmerengineering.com)

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## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

New England Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5087  
<http://www.fws.gov/newengland>



March 25, 2014

Reference: Project  
Draft EIS, 2<sup>nd</sup> Main Operating Base KC-46A Beddown  
at Alternative Air National Guard Installations

Location  
Pease ANG, NH

Anne Rowe  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews MD 20762-5157

Dear Ms. Rowe:

This responds to your recent correspondence requesting information on the presence of federally listed and/or proposed endangered or threatened species in relation to the proposed activity referenced above. These comments are provided in accordance with the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531, *et seq.*).

Based on information currently available to us, no federally listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area. Preparation of a Biological Assessment or further consultation with us under section 7 of the Endangered Species Act is not required. No further Endangered Species Act coordination is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

85-1

To obtain updated lists of federally listed or proposed threatened or endangered species and critical habitats, it is not necessary to contact this office. Instead, please visit the Endangered Species Consultation page on the New England Field Office's website:

[www.fws.gov/newengland/endangeredspec-consultation.htm](http://www.fws.gov/newengland/endangeredspec-consultation.htm) (accessed January 2013)

On the website, there is also a link to procedures that may allow you to conclude if habitat for a listed species is present in the project area. If no such habitat exists, then no federally listed species are present in the project area and there is no need to contact us for further consultation. If the above

Anne Rowe  
March 25, 2014

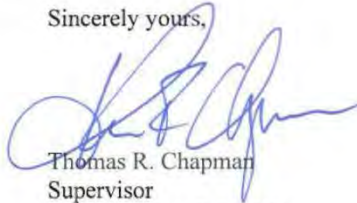
2

conclusion cannot be reached, further consultation with this office is advised. Information describing the nature and location of the proposed activity that should be provided to us for further informal consultation can be found at the above-referenced site.

85-1  
Cont.

Thank you for your coordination. Please contact Maria Tur of this office at 603-223-2541, extension 12, if we can be of further assistance.

Sincerely yours,



Thomas R. Chapman  
Supervisor  
New England Field Office

1 home of the new KC-46A. The airmen from the  
2 190th are active in our community, and they are  
3 highly represented by the citizens in our  
4 community. The active duty airmen and their  
5 families with the KC-46A operating base would  
6 equally be welcome and would quickly become a  
7 part of our family. The Board of County  
8 Commissioners strongly encourages you to  
9 consider Forbes Field Air National Guard Base  
10 as the new home for the Air National Guard  
11 KC-46A Main Operating Base. We stand ready to  
12 provide whatever assistance we can to assure a  
13 smooth transition and move to Topeka. Signed  
14 Bob Archer, Chair; Kevin Cook, Vice Chair; and  
15 Shelly Buhler, Member of the Commission.

16 COLONEL SHERMAN: Thank you, sir.

17 CHAIRMAN ARCHER: Now, on a personal  
18 note, as an elected official, I get a lot of  
19 different assignments and requests, and one  
20 that I got for the Visit Topeka magazine was to  
21 say in your own words what makes Topeka unique.  
22 And I submitted the following: The small town  
23 charm, friendliness and cooperation of a  
24 capital city with great education, arts and  
25 livability make Topeka one of a kind. I hope

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1     you'll locate here. We'd really love to have  
2     the fueler. Thank you very much.

3                 COLONEL SHERMAN: Next we have Mr.  
4     Neil Dobler from the Chamber of Commerce. Sir.

5                 MR. DOBLER: Thank you. Thank you  
6     and welcome. My name is Neil Dobler. I  
7     represent the Chamber of Commerce in the  
8     capacity of the chairman of the board for 2014.  
9     I have some prepared comments which I will  
10    leave.

11                The Greater Topeka Chamber of Commerce  
12    strongly urges the U. S. Air Force to place the  
13    First Air National Guard KC-46A Main Operating  
14    Base with the 190th Air Refuelling Wing at  
15    Forbes Field Air National Guard Base, Topeka,  
16    Kansas. The 190th has worked diligently over  
17    the years along with the leadership from the  
18    Air Force and Air National guard to create one  
19    of the highest-quality and most cost effective  
20    tanker operations in the country. They have  
21    done that with the strong support of this  
22    community, as you have heard from the Mayor and  
23    Chairman Archer. This community has been home  
24    to Forbes Field since 1942, so we have a long,  
25    long history.



1 Company and chairman of the board of Go Topeka.  
2 Most of what I've already said has been said by  
3 the distinguished gentlemen that got to speak  
4 ahead of me. And I appreciate them going  
5 through all of that.

6 I do want to add that the Topeka business  
7 community -- and I see this in my work life,  
8 and I see this in being involved in Go Topeka  
9 -- is very supportive of the military, very  
10 supportive of the 190th. The 190th adds great  
11 economic value to Topeka, and I believe Topeka  
12 adds great economic value to the 190th. One of  
13 the advantages of bringing the aircraft here is  
14 that we do have a very large Air Force base  
15 runway so it can accommodate those. The  
16 facilities here and the infrastructure here are  
17 already in place, with minor adjustments for  
18 the military to be able to use our facilities  
19 here in Topeka. Our community has very strong  
20 support. We've got the housing, we've got the  
21 schools, we've got some great opportunities for  
22 education and great opportunities for jobs for  
23 the family members of the military that would  
24 be coming to Topeka should this happen. So it  
25 would be a great opportunity for the military

35

1 as well to come to Topeka with these additional  
2 aircraft.

3 A few years ago my son joined the Marine  
4 Reserves; and with that, I have had an  
5 opportunity to get a little more first hand  
6 knowledge and observation, I should probably  
7 say, of how the public supports the military in  
8 Topeka. And it is just outstanding when he  
9 goes places, the reactions that he gets because  
10 of his service to our country. And we  
11 certainly appreciate your service to our  
12 country and everything that you have done for  
13 us through today. We certainly encourage you  
14 to bring the KC-46A here to Topeka. Thank you  
15 very much.

16 COLONEL SHERMAN: You're welcome,  
17 sir. This evening's goal was to provide you  
18 with open communication and accurate  
19 information to ensure your informed  
20 participation in the NEPA Process. I hope that  
21 we have achieved that goal. Please feel free  
22 to visit the information booths and ask any  
23 additional questions you may have regarding  
24 this proposed action. You have an opportunity  
25 during the formal comment period ending March

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1 history of military presence, we're very proud to have  
2 this hearing tonight and very proud that there may be  
3 an opportunity for the KC-46A to be in the Portsmouth  
4 area, and certainly, because of the public hearing,  
5 taking into consideration the environmental impact on  
6 the City of Portsmouth and the surrounding area.

7 I urge all citizens to support this proposal, to  
8 support the New Hampshire National Guard as they have.  
9 We appreciate all that you're doing in our community.  
10 You are definitely part of our community. This is  
11 definitely a team effort, and we appreciate your  
12 presence. And we look forward to supporting you in  
13 your future endeavors, working with you, and being  
14 part of this new program. So thank you very much.

15 COLONEL MULDOON (Judge Advocate): Thank you,  
16 Mayor.

17 State Senator Martha Fuller Clark.

18 SENATOR CLARK: Thank you very much for the  
19 opportunity to speak, and thank you all for being here  
20 this evening. I have a letter that I would like to  
21 read into the record.

22 Dear Members of the National Guard Bureau, I am  
23 writing in support of bringing the Air Force's new

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1 safe -- see, this is where I get very emotional for  
2 what you do -- and we are happy to drive to work  
3 side-by-side with the Air National Guard's women and  
4 men here at Pease. And because the existing ANG wing  
5 is already here, all the facilities and  
6 infrastructures are in place to receive the new KC-46A  
7 plane. Logistically, this is a no-brainer, and  
8 economically, this would have a wonderful impact on  
9 the area by creating new jobs, and to me, the math is  
10 pretty simple.

11 We have been fortunate enough to see Pease  
12 Tradeport become a commercial success, but it would  
13 not be the same place without those Air National Guard  
14 planes and the people who make them work so well. I  
15 fully support the efforts of the Pease Air National  
16 Guard Base to acquire the KC-46A Pegasus Tanker, and I  
17 look forward to continuing our partnership in the  
18 future.

19 Renee Plummer. Thank you.

20 COLONEL MULDOON (Judge Advocate): Thank you,  
21 Ms. Plummer.

22 Mr. Doug Bates.

23 MR. BATES: My name is Doug Bates. I'm

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1 forward to the continuation of the reliability and  
2 future generations with the KC-46A. Pease is proud to  
3 be an ideal location with the optimum facilities for  
4 the U.S. military's tanker mission, and we are proud  
5 to own and operate the airport that will host the  
6 first rollout of the Guard's KC-46As. Thank you.

7 COLONEL MULDOON (Judge Advocate): Thank you,  
8 Mr. Hopper.

9 Mr. John Frink.

10 MR. FRINK: Yes, I'm John Frink. I represent  
11 only myself, my bees, my vegetable garden, my animals.  
12 I have a very small farm that's very close to the  
13 north end of the runway, and I would like to comment  
14 on the environmental impact that Newington has had  
15 because of the installation.

16 I do respect and admire the Air National Guard.  
17 They are good neighbors, far better than what we had  
18 when we had Pease Air Force base. You only have to  
19 get a little bit close to the Newington side of the  
20 air base and you can see the pollution mediation  
21 measures that have been taken and you see the  
22 monitoring wells and things are not what they were.  
23 But that is neither here nor there.

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1 I would like to relate a story just for my  
2 credibility here. I attended a town meeting in  
3 Newington when the town was being asked to purchase a  
4 conservation easement on property owned by Ghuruda  
5 Khalsa, which is adjacent to the north boundary of  
6 Pease. And there was a person, a resident in  
7 Newington who was a former Air National Guard member  
8 and who spoke up, and he said, you know, before the  
9 town really gets too involved in purchasing this  
10 easement, it would probably be a good idea to have an  
11 environmentalist come out and look at the property  
12 because when I was at the Air National Guard, we  
13 dumped a lot of fuel on that property. Now, I know  
14 it's a policy, although I have not personally called  
15 the Air National Guard, to deny jettisoning of fuel,  
16 however, I get up in the morning and certain  
17 atmospheric conditions, and there's a very strong  
18 smell of kerosene.

91-1

19 Now, I've heard that this is because of the  
20 warm-up process and prevailing winds. I've also heard  
21 that it's necessary to jettison fuel in order to land  
22 or take off or something. But it's distressing.

23 It's perhaps better that I would ask the

50

1 question rather than try to make a formal statement  
2 here, and the question would be, with the new tankers,  
3 which I'm sure are probably environmentally more  
4 friendly than the KC-135s, given that the 8 aircraft  
5 would be replaced by 12, would there be more of this  
6 jet fuel in the air over my house? I have honey bees  
7 that aren't doing well. That probably is the case  
8 almost everywhere. I have a vegetable garden, which  
9 is pretty much organic, and I think it's important to  
10 really consider the environment.

11 The City of Portsmouth and State of New  
12 Hampshire have always been very supportive of the  
13 military base there, but the people in Newington are  
14 the ones that really experience the downside. I have  
15 TCE in the water that runs through my property. I  
16 don't have to drink that water, but there are  
17 environmental impacts, and I just would like to be  
18 reassured that the amount of fuel in the air vapor is  
19 not going to increase due to the increased aircraft.

20 Thank you very much.

21 COLONEL MULDOON (Judge Advocate): Thank you,  
22 Mr. Frink. Dr. Melvin Prostkoff.

23 DR. PROSTKOFF: Thank you. My name is Dr.

91-1  
Cont.

## TRANSCRIPT OF PROCEEDINGS

23

\* \* \* \* \*

1 My comment isn't addressing the  
2 environmental impact. The small attendance  
3 numbers you see here should be proof that the  
4 region supports the 171st, the expansion, and we  
5 want to see the 171st get the new tankers and  
6 continue serving and doing the fantastic job  
7 they do.

8 That is my comment. Thank you very much.

9 COLONEL ALLRED: Thank you, sir.

10 I want to make sure everyone has an  
11 opportunity to provide comments or questions.  
12 Is there any other question or comment from  
13 anyone this evening?

14 (No response.)

15 COLONEL ALLRED: Apparently not.

16 I would like to give the National Guard  
17 Bureau an opportunity to address any questions  
18 that might have come up at all. I think I have  
19 in front of us all of the questions that have  
20 been raised.

21 Any other questions that have been fielded?  
22 I want to make sure I am not missing anything.

23 If you still should have any questions that  
24 arise after we have closed the proceeding,  
25 please feel free to visit these information

National Court Reporters, Inc.  
888.800.9656



22

1 we brought the community together with Senator Rob  
2 Portman. We spent a full day here and learned, I  
3 think, A through Z of what goes on here at  
4 Rickenbacker.

5 This community and this group is  
6 committed, regarding this mission, to help drive  
7 down the cost of this facility. Also, we know of no  
8 environmental obstacles that would prevent locating  
9 the KC-46A here at Rickenbacker. We fully believe  
10 that Rickenbacker can serve this mission well. We  
11 are committed if the mission does come here, as a  
12 community, to help connect any active duty to  
13 housing and other quality of life accommodations and  
14 services.

15 I will say one final thing and remind  
16 everyone here of the historical tradition of the  
17 Rickenbacker Air Force Base. As you walk in you see  
18 the historical markers. I believe many folks  
19 believe that Eddie Rickenbacker would be very  
20 pleased and feel it was appropriate for the KC-4A's  
21 mission to be here.

22 With that I appreciate very much and thank  
23 you very much for the time.

24 COLONEL MARK ALLRED: Thank you, sir.

25 Again, we want to ensure that everyone has ample

-----Original Message-----

From: [jeromy\\_applegate@fws.gov](mailto:jeromy_applegate@fws.gov) [[mailto:jeromy\\_applegate@fws.gov](mailto:jeromy_applegate@fws.gov)] On Behalf Of Ohio, FW3

Sent: Monday, April 07, 2014 1:39 PM

To: Rowe, Anne M CTR USAF ANG NGB/A7AM

Subject: Second Main Operation Base KC-46A Beddown

Kevin and Anne,

Relative to the subject project, you have made a determination that the project will have no effect on the federally endangered Indiana bat. Because you have made a "no effect" determination, consultation (and FWS concurrence) under section 7(a)(2) of the Endangered Species Act is not required. 94-1

Please contact me with any questions.

Jeromy Applegate

614-416-8993



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Pennsylvania Field Office  
315 South Allen Street, Suite 322  
State College, Pennsylvania 16801-4850



April 2, 2014

KC-46A EIS Project Manager  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

RE: USFWS Project #2013-1228

Dear Project Manager:

This responds to your letter of February 1, 2014, regarding the Draft Environmental Impact Statement (EIS) for the Second Main Operating Base KC-46A Beddown at Alternative Air National Guard Installations located in several states, including Pittsburgh, Pennsylvania, at the Pittsburgh Air National Guard Station. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species and the Migratory Bird Treaty Act (MBTA, 16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755, as amended) to ensure the protection of migratory bird species.

Except for occasional transient species, no federally listed threatened or endangered species under our jurisdiction are known to occur within the project impact area. 95-1

However, the Pittsburgh Air National Guard Station is within the range of the northern long-eared bat (*Myotis septentrionalis*), a species that was proposed for listing as an endangered species on October 2, 2013. No critical habitat has been proposed at this time. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective, the prohibition against jeopardizing its continued existence and “take”<sup>1</sup> applies **regardless of an action’s stage of completion**. Therefore, to avoid project delays we 95-2

<sup>1</sup> As defined in the Act, take means “. . . to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” “Harm” in the definition of take means an act which kills or injures wildlife. Such act may include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering (50 CFR part 17.3). “Harass” means an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering.

recommend that the effect of the project on northern long eared bats, and their habitat, be considered during the project planning and design. Additional information about northern long-eared bats, including ecology, habitat descriptions, listing status updates, and possible conservation measures may be found at [www.fws.gov/midwest/endangered/mammals/nlba/index.html](http://www.fws.gov/midwest/endangered/mammals/nlba/index.html) (click on Northern Long-eared Bat Interim Conference and Planning Guidance). We are available to discuss potential conservation measures specific to your project design.

95-2  
Cont.

#### Assessment of Risks to Migratory Birds

The Service is the principal Federal agency charged with protecting and enhancing populations and habitat of migratory bird species. The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. While the MBTA has no provision for authorizing incidental take, the Service recognizes that some birds may be killed even if all reasonable measures to avoid take are implemented.

The potential exists for avian mortality from habitat destruction and alteration within the project boundaries. Site-specific factors that should be considered in project siting to avoid and minimize the risk to birds include avian abundance; the quality, quantity and type of habitat; geographic location; type and extent of bird use (e.g. breeding, foraging, migrating, etc.); and landscape features. Please review the enclosed information for general recommendations for avoiding and minimizing impacts to migratory birds within and around the project area. Please be aware that since these are general guidelines, some of them may not be applicable to the current project design or they may have already been included in the project design.

95-3

*To avoid potential delays in reviewing your project, please use the above-referenced USFWS project tracking number in any future correspondence regarding this project.*

If you have any questions regarding this matter, please contact Pamela Shellenberger of my staff at 814-234-4090.

Sincerely,



Lora L. Zimmerman  
Field Office Supervisor

### **Adaptive Management Practices for Conserving Migratory Birds**

The Fish and Wildlife Service is the principal Federal agency charged with protecting and enhancing populations and habitat of migratory bird species. The Migratory Bird Treaty Act (MBTA, 16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755, as amended) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. While the MBTA has no provision for authorizing incidental take, the Service recognizes that some birds may be killed even if all reasonable measures to avoid take are implemented. Unless the take is authorized, it is not possible to absolve individuals, companies or agencies from liability (even if they implement avian mortality avoidance or similar conservation measures). However, the Office of Law Enforcement focuses on those individuals, companies, or agencies that take migratory birds with disregard for their actions and the law.

The potential exists for avian mortality from habitat destruction and alteration within the project boundaries. Site-specific factors that should be considered in project siting to avoid and minimize the risk to birds include avian abundance; the quality, quantity and type of habitat; geographic location; type and extent of bird use (e.g. breeding, foraging, migrating, etc.); and landscape features.

We offer the following recommendations to avoid and minimize impacts to migratory birds within and around the project area:

1. Where disturbance is necessary, clear natural or semi-natural habitats (e.g., forests, woodlots, reverting fields, shrubby areas) and perform maintenance activities (e.g., mowing) between September 1 and March 31, which is outside the nesting season for most native bird species. Without undertaking specific analysis of breeding species and their respective nesting seasons on the project site, implementation of this seasonal restriction will avoid take of most breeding birds, their nests, and their young (i.e., eggs, hatchlings, fledglings).
2. Minimize land and vegetation disturbance during project design and construction. To reduce habitat fragmentation, co-locate roads, fences, lay down areas, staging areas, and other infrastructure in or immediately adjacent to already-disturbed areas (e.g., existing roads, pipelines, agricultural fields) and cluster development features (e.g., buildings, roads) as opposed to distributing them throughout land parcels. Where this is not possible, minimize roads, fences, and other infrastructure.
3. Avoid permanent habitat alterations in areas where birds are highly concentrated. Examples of high concentration areas for birds are wetlands, State or Federal refuges, Audubon Important Bird Areas, private duck clubs, staging areas, rookeries, leks, roosts, and riparian areas. Avoid establishing sizable structures along known bird migration pathways or known daily movement flyways (e.g., between roosting and feeding areas).
4. To conserve area-sensitive species, avoid fragmenting large, contiguous tracts of wildlife habitat, especially if habitat cannot be fully restored after construction. Maintain

contiguous habitat corridors to facilitate wildlife dispersal. Where practicable, concentrate construction activities, infrastructure, and man-made structures (*e.g.*, buildings, cell towers, roads, parking lots) on lands already altered or cultivated, and away from areas of intact and healthy native habitats. If not feasible, select fragmented or degraded habitats over relatively intact areas.

5. Develop a habitat restoration plan for the proposed site that avoids or minimizes negative impacts to birds, and that creates functional habitat for a variety of bird species. Use only plant species that are native to the local area for revegetation of the project area.

If you have any questions regarding these measures, please contact Jennifer Siani of the Pennsylvania Field Office located in State College, PA at 814-234-4090 ext 225 or [Jennifer\\_Siani@fws.gov](mailto:Jennifer_Siani@fws.gov)





TUSCARORA NATION  
2006 MT. HOPE ROAD — VIA: LEWISTON, NEW YORK 14092

April 14, 2014

U.S. Department of Defense  
National Guard Bureau  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Dear Mr. William Albro,

The Tuscarora Nation is in receipt of the United States Air Force, 171<sup>st</sup> Air Refueling Wing, division of the National Guard Bureau (NGB) letter dated September 24, 2013 regarding the proposed five (5) alternative location of the beddown of the KC-46A at the second main operating base (MOB 2), which includes Pittsburg ANG, PA.

After review of the proposed project and the list of construction activities within the area of potential effect (APE) as cited in the 9/24/13 letter, the Tuscarora Nation concurs with the NGB and 171ARW determination that the proposed project will have no effect on predetermined archeological sites within the APE.

In the future of the above proposed project, during any phase of ground disturbances within the APE and its vicinity, please notify the Tuscarora Nation if traditional, cultural, burial and/or human remains are discovered. We ask that construction and all ground disturbance practices cease activity until further appropriate action can be taken and all interested parties can participate in the resolution and mitigation of adverse effects.

In no way does this response affect the sovereignty of the Tuscarora Nation. If you have any specific questions, do not hesitate to call, email or contact me at 5226 Walmore Road, Lewiston, NY 14092; [bprintup@hettf.org](mailto:bprintup@hettf.org); or #716.264.6011, x103.

Oneh.

Bryan Printup

-----Original Message-----

From: Kinney, Jonathan [<mailto:Jonathan.Kinney@dep.state.nj.us>]  
Sent: Monday, May 12, 2014 11:17 AM  
To: Rowe, Anne M CTR USAF ANG NGB/A7AM  
Subject: RE: MOB 2 KC-46A Beddown Draft EIS (UNCLASSIFIED)

Ms. Rowe,

Thank you for the summary. Yes, I can confirm our finding of No Historic Properties Affected for the proposed undertaking at Joint Base - McGuire Dix Lakehurst. For the purposes of review pursuant to Section 106 of the National Historic Preservation Act, no additional consultation is required.

Please submit a hard copy of the building evaluation with a cover letter to our office requesting a formal concurrence with the "not eligible" determination. We will respond upon receipt of that documentation. Please let me know if you have any questions. 97-1

Jonathan Kinney  
Senior Historic Preservation Specialist

New Jersey Historic Preservation Office  
Phone: (609) 984-0141 Fax: (609) 984-0578  
Email: [jonathan.kinney@dep.state.nj.us](mailto:jonathan.kinney@dep.state.nj.us)  
Website: <http://www.nj.gov/dep/hpo>  
Mailing Address:  
Mail Code 501-04B  
Department of Environmental Protection  
Historic Preservation Office  
P.O. Box 420  
Trenton, NJ 08625-0420

-----Original Message-----

From: Rowe, Anne M CTR USAF ANG NGB/A7AM [<mailto:Anne.Rowe.ctr@ang.af.mil>]  
Sent: Tuesday, May 06, 2014 1:35 PM  
To: Kinney, Jonathan  
Subject: MOB 2 KC-46A Beddown Draft EIS (UNCLASSIFIED)

Dear Mr. Kinney,



Following is a summary of our teleconference this morning with myself and Cardno TEC staff (Teresa Rudolph, Kate Bartz, Amanda Kreider).

There was 1995 survey of McGuire AFB, which included an inventory and NRHP evaluation of all buildings and structures constructed before 1947. Although several were considered eligible, none are located within the APE. In addition, there was a follow-up survey in 1996 that included all Cold War era buildings that were less than 50 years old at the time (including Hangar 3322). No buildings were recommended as eligible to the NRHP under criteria for exceptional significance (Criterion Consideration G). In 2013, another survey was completed for Pre-1967 resources that have since become 50 years old. One such building (Building 3322 - built in 1957) was evaluated for NRHP eligibility during this survey. The results of the inventory indicated that Building 3322 is not eligible.

Although JB MDL has not yet forwarded this 2013 report to your office, it is our understanding that your office has already indicated in your response of 10/3/13 that based on your assessment of Building 3322 and the proposed internal modifications to this building, no historic properties would be affected by implementation of Alternative #2 for the KC-46A MOB2 Beddown and that Section 106 consultation was complete. Further, you indicated that despite the typographical error in the letter sent to your office dated 12 September 2013 that indicated a reference to building 3332, you did understand that to reference Building 3322.

We are enclosing a copy of the inventory and evaluation form for Building 3322 from the 2013 report. We would appreciate your formal concurrence with the determination of "not eligible" for Building 3322 and confirmation on your original assessment of "no historic properties affected".

We appreciate your time very much.

Anne M. Rowe  
Booz Allen Hamilton  
National Guard Bureau (NGB/A7AM)  
Asset Management Division  
Plans and Requirements Branch  
COMM: 240-612-8636, DSN: 612-8636  
E-mail: [anne.rowe.ctr@ang.af.mil](mailto:anne.rowe.ctr@ang.af.mil)

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